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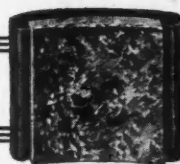
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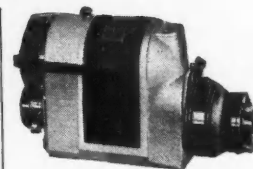
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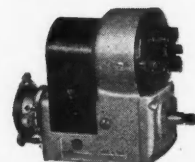
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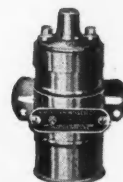
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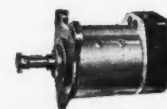
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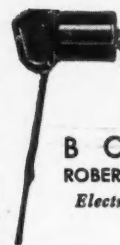
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COMMERCIAL CAR JOURNAL
PHILADELPHIA, PA., AUGUST, 1931

THE PRESIDENT'S PAGE

The Effects of the Moratorium, of
Truck Users' Progressive Demands,
and of So-Called "Idle Equipment"
on the Future of the Truck Industry

By

R. P. Vance

President of The Autocar
Company



EVERY business man must acknowledge the helpful significance of President Hoover's moratorium, nor can we withhold appreciation of his determination to exert his powerful influence to aid in the restoration of trade throughout the world. While it seems at this writing as though delays abroad had worn down the original stimulus, it is probable that the 12-month moratorium which the President has provided will enable the creditor nations to formulate sound plans by means of which the burden of governmental requirements can be eased or readjusted in such a way that the leaders of trade and industry can be better able to adapt themselves to the new economic levels. After all, there are limits to the revenues which agriculture, mining, manufacturing and trade can provide, even in this Machine Age, and if this depression should ultimately impress the politicians and the statesmen with the fact that the willing beast of burden that they have whipped up hill so long is beginning to falter and weary under the excessive load of governmental expense, great good can result for all people.

The prompt and encouraging manner in which American business opinion buoyantly responded to the President's proposal is, to my mind, an indication that in this country at least there can and probably will be a quick response to any favorable developments. I doubt if the American business machine has grown rusty during the depression. On the contrary, it is probably more efficiently organized today than before. We are almost a self-sustaining nation, and our own consumption, even in these depressed times, is sufficient to produce a volume of business which still maintains here a general level of trade and purchasing power far in excess of those of any other nation. Whenever our own demand will reassert

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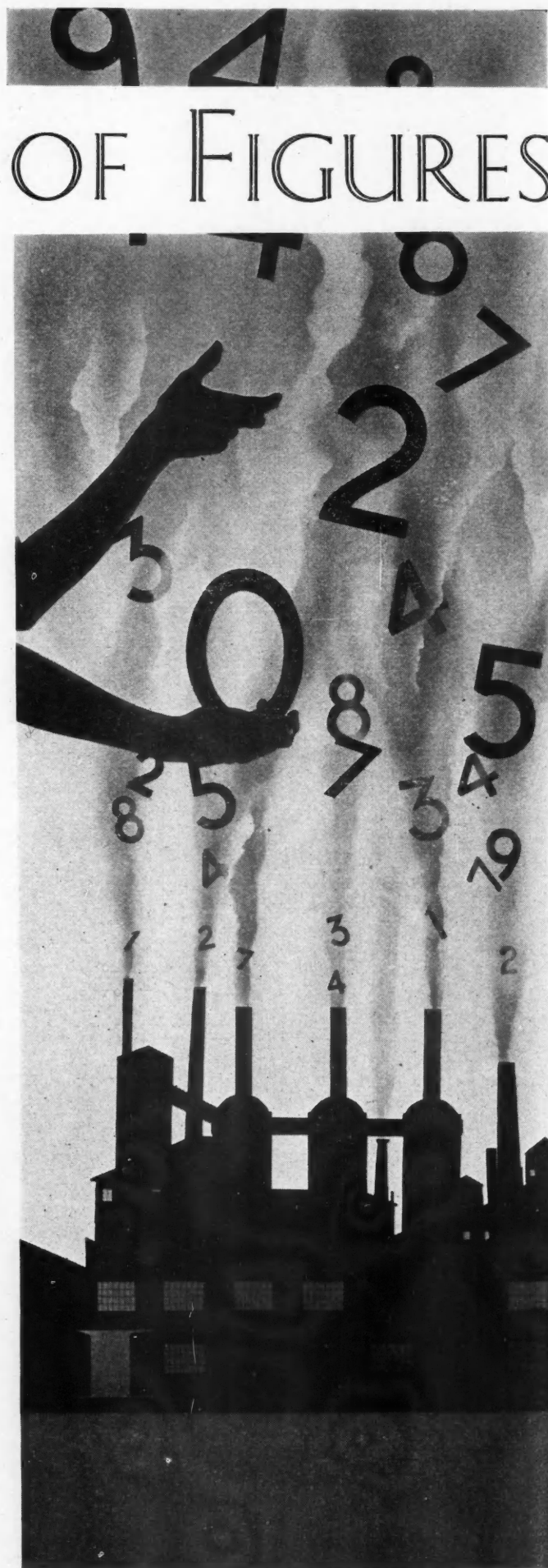
JUGGLING OF FIGURES

In Sales and Production the First Half Was, Next to 1928, the Weakest in Last Six Years. Only One Company Showed Gains

EXACTLY a year ago, seated in this same chair and pounding this same typewriter, this same writer looked back with pleasure on the truck industry's record in the first six months of 1930, and cast an appraising eye at the possibilities of the last six months of 1930. Business is just a shade off color now, was the strain he sung to captivate readers, but the fall season is being looked upon by economists as the beginning of the upswing, and if all goes well business ought to be out of the trances by Christmas. The idea there was that along with the apple crop, autumn could be expected to drop a lot of truck orders into the laps of dealers. Well, gentlemen, if you are familiar with that part of the industry's history, you know now that the apples fell, not as applejack, but as applesauce. Instead of a stimulant, there came a bellyache.

It was a pretty piece of optimistic forecasting but unfortunately it was caught in the pelting shower of unabated depression, and fared badly because the writer had (unlike more considerate writers) omitted to furnish it with a pair of qualifying breeches to protect it from the unexpected and to hide its shame. Its luck was no better, and no worse, than that which dogged the predictions of every predictor who had the temerity to be an optimist in a pessimist's market. It's no secret that more words were swallowed in 1930 than in any year since the signing of the Declaration of Independence. Personally, we almost choked on the ones we had to "swallow," and whether or not we were taught a lesson you can determine for yourself after wallowing in the old-fashioned statistical orgy we are about to perpetrate.

When ledgers throughout the truck industry were balanced for 1930 there was a general feeling that while business was rather sad, it couldn't very well become sadder in view of the fact that the depression had run a pretty long race and was about winded. Some held to this feeling as a conviction; others as a hope. Events since have proved that the depression seemingly was getting its second wind just around Jan. 1, 1931, because of all the first halves in the last six years, the first half of this year took the cake as second worst. It showed up just slightly better than the low first half of 1928, in production as well as domestic sales. Domestic sales in the first half of 1928 were 150,708, and this year they reached



DOESN'T IMPROVE 1931

6

177,233 units. Production in the United States and Canada was 256,187 for the same period of 1928, and 268,508 for 1931.

When your informant finished these simple calculations he was moved by the sorry showing to root out a comparison that would wipe the frown from his face. So he requisitioned the aid of that well-known solace of desperate statisticians—the five-year average. For half an hour he plastered figures on sheets of paper, and for another half-hour the indicator slid back and forth—now hesitatingly, now madly—over his trusty slide rule. He checked, double-checked and triple-checked, but no end of perspiration could alter the realization that the five-year average had failed him dismally. The results of this awful miscarriage of faith revealed that domestic sales for the first six months of this year were 13.9 per cent under the average for the same period of the five years, 1926-1930 inclusive, and that United States and Canada production was 20.4 per cent under.

The next task was to bloodhound among the mass of statistics for individual showings of companies just to prove the contrapuntal characteristic of a hard-times composition; that while the main theme may be a dirge from the strings, brasses, reeds and percussions, above the dolorous tones may be detected the gleeful rivulet of notes from the piccolos depicting a blissful paean. (We're back on earth again!) So we picked up the trail of those champion lightweights of the industry—Ford and Chevrolet. Sniffing detected much of interest but nothing of moment. Evidence indicated that both had absorbed their share of punishment and had maintained the same domestic sales positions in relation to each other and the rest of the industry which were established during the first half of last year. (Since an analysis of the figures here might prove confusing, you are referred to Table 3, which you may sniff at your leisure and to

TURN TO PAGE 48, PLEASE

TABLE 1

U. S. Truck Sales for 6 Months of 1931 Compared With 1930 and 5-Year Average

	1931	% 1931 Under 1930	1930	1929	1928	1927	1926	5-Year Average '26-'30	% 1931 Under Average
Jan. ...	24,300*	19.6	30,241	29,857	16,423	27,573	27,934	26,405	7.9
Feb. ...	23,300*	26.9	31,882	32,565	17,513	28,487	23,421	26,773	12.9
Mar. ...	30,900*	26.7	42,182	46,348	24,757	33,475	34,225	36,197	14.6
Apr. ...	35,741	21.9	47,032	56,278	30,426	37,028	43,125	42,778	14.1
May ...	33,496	22.5	43,245	52,875	32,434	34,331	37,168	40,010	16.3
June ...	28,496	15.0	33,512	45,075	29,155	27,246	33,586	33,715	15.5
6 Mos. ...	177,233	22.3	228,094	262,996	150,708	186,140	199,459	205,880	13.9

*Georgia estimated.

TABLE 2

U. S. and Canada Truck Production for 6 Months of 1931 Compared With 1930 and 5-Year Average

	1931	% 1931 Under 1930	1930	1929	1928	1927	1926	5-Year Average '26-'30	% 1931 Under Average
Jan. ...	35,475	13.3	40,938	57,765	27,947	44,382	36,577	41,522	14.5
Feb. ...	41,863	20.9	52,925	65,950	34,980	46,014	44,590	48,892	14.4
Mar. ...	47,671	30.5	69,031	79,587	44,273	54,168	53,273	60,666	21.4
Apr. ...	53,131	28.6	74,477	91,855	49,537	53,280	57,567	65,343	18.7
May ...	47,812	23.0	62,080	94,940	55,281	52,435	53,883	63,724	25.0
June ...	42,556	17.3	51,466	98,164	44,169	46,990	48,486	57,855	26.4
6 Mos. ...	268,508	23.4	350,917	488,261	256,187	297,269	294,376	337,402	20.4

TABLE 3

Ford Holds a 52% Advantage Over Chevrolet in Domestic Sales Battle

	1931		1930		1929	
	Ford	Chev.	Ford	Chev.	Ford	Chev.
Jan.	11,051*	7,436*	13,233	8,754	13,019	6,189
Feb.	10,678*	7,254*	14,206	10,332	13,313	10,288
Mar.	14,386*	9,138*	19,551	13,011	17,797	16,062
Apr.	17,755	11,195	21,757	14,055	22,790	18,175
May	15,675	9,932	19,758	12,825	22,364	15,965
June	12,446	8,970	15,669	9,761	19,528	13,234
6 Mos.	81,993	53,925	104,176	68,738	108,811	79,893
Ford Ahead	52%		51.5%		36.2%	

Ford loss in 1931 was 21.3% compared with 1930, and 24.6% with 1929. Chevrolet loss in 1931 was 21.5% compared with 1930, and 32.5% with 1929. (*) Georgia figures not included in totals.

TABLE 4

1931 Foreign Sales, Total Sales and Increase in Dealer Stocks Compared With 1930 First Half

	1931	% 1931 Under 1930	1930
Jan.	10,994	45.6	20,282
Feb.	10,881	22.2	14,015
Mar.	14,810	22.7	19,142
Apr.	15,775	30.4	22,721
May	10,453	51.8	21,733
June	12,387	19.7	15,412
6 Mos.	75,300	33.5	113,305
Domestic Sales	177,233	22.3	228,094
Total Sales	252,533	28.0	341,399
Production	268,508	23.4	350,917
Increase in Dealer Stocks	15,975	....	9,518

RATING FORMULA IS

WHEN the Messrs. Pulcher and Buckendale took the rostrum at the S.A.E. summer convention session devoted to truck ratings and gave to the assembled group their ideas about a standard truck rating formula, history again repeated itself. This repetition was in the form of a discordant note sounded by those who believe there's nothing the matter with present rating methods, and by those who believe nothing can be done about it if there is.

But while history repeated itself, the discordant note turned out to be a bugle call which established a precedent in that it summoned to action a group of influential engineers and an equally influential group of fleet operators. These commenced a bombardment of the dissenters, and a constructive attack on the standard rating formula suggested by Mr. Buckendale. The friendly hostilities terminated in an armistice when Mr. Glynn of the A. T. & T. proposed the formation of a Society of Automotive Engineers committee "to study truck ratings with a view of bringing forth some generally accepted method of rating trucks," which proposal later was endorsed by the Council of the Society.

Eminent Engineers and Prominent Fleet Operators Support Proposal to Devise Truck Rating Standard and Suggest Factors Which Must Be Given Consideration

By GEORGE T. HOOK



S. A. E. TARGET

Suggestions for Improving the Buckendale Formula of

$$G.V.W. = \frac{T \times R \times E}{W \times (G + F)}$$

in which T is engine torque in lb.-in.; R is total gear reduction; E is over-all mechanical efficiency; W is radius of tire under load; G is gradient, expressed as amount of rise in feet per foot traveled, and F is rolling resistance expressed as pounds of resistance per pound of load.

B. B. BACHMAN, chief engineer, The Autocar Co.—I suggest that the gross vehicle weight be determined by using a gradient factor of 3 per cent in direct gear, which represents a sound basis for present practice and a reasonable future; that this factor be used for all types of hauling, including tractors and heavy-duty vehicles; for the reason that it considers the problem from the basis of ability only; that the engine speed using the gear ratio and wheel size adopted for obtaining the G.V.W. shall be kept within definite limits, which should be from 50 to 75 r.p.m. for each mile per hour of vehicle speed, the lower figures to apply to the lighter classes of service and the higher to heavy-duty service; that for dump service and tractors the gears, bearings and structural load-carrying portions of the chassis be compared on a basis of continuous operation in next to top gear.

A. J. SCAIFE, consulting field engineer, The White Co.—I suggest we consider a formula having the following as a basis: gross load in relation to the chassis weight; ability as expressed in pounds feet; fixed speed as a constant in miles per hour.

C. A. PEIRCE, vice-president, engineering and production, Diamond T Motor Car Co.—Since the speed of the truck does not enter into the formula, this factor must be assumed. In an effort to simplify the formula, I wonder if it would not be practical to base the speed of the truck on its gross weight.

A. G. HERRESHOFF, chief truck engineer, Dodge Bros. Corp.—I propose that a system of rating be used in which the tire size is the limiting factor of the weight to be carried, and that the vehicle shall have three or four different ability ratings, these ratings to take in a speed.

ADRIAN HUGHES, JR., The United Railways & Electric Co., Baltimore—It seems to me some sort of formula based on gross weight would be a most satisfactory solution to operators and very fair to manufacturers as well.

(In the September issue of Commercial Car Journal, P. M. Heldt, engineering editor of Automotive Industries, one of the founders of the Society of Automotive Engineers and author of automotive text-books, will discuss rating formulas based on chassis weight, vehicle speed and tire capacity, and will make a suggestion.)

After the Messrs. Pulcher and Buckendale had read their papers (published in the July issue of COMMERCIAL CAR JOURNAL), Col. H. W. Alden, chairman of the board of Timken-Detroit Axle Co. and chairman of the truck rating session, set a standard for candid discussion with a caustic critique of the truck business. "There are just two things the matter with it," he said. "One is that nobody has money to buy trucks, and the other is that the truck business is full of hooley." It was apparent that he placed a lot of salesmen in the hooley heap because a little later he



made it three things the matter with the business when he declared that "part of the trouble with the truck business has been the fact that the salesman has been in the saddle for a good many years."

J. F. Winchester, of the Standard Oil Co. of New Jersey, buttressed this opinion before the meeting ended by admitting that to him it seemed "that the man who has controlled the ratings of trucks in the past has been the salesman rather than the engineer," a condition which has resulted "in the oversale of trucks, in serious accidents, many deaths," and a prejudiced public.

F. C. Horner, of General Motors Corp., without elaborating his point, denied the truck salesman was entirely to blame for the general disregard of truck ratings, and claimed that primarily the user is to blame.

These efforts to place blame ended, it may be seen, in a stalemate, which troubled no one because the issue was of no consequence.

Following Col. Alden's example of frankness, T. C. Smith, of the A. T. & T., arose and candidly averred that he was in hearty agreement with anything that could be done to clarify the truck rating matter.

"At the present time," he said, "either the ton ratings or the maximum gross ratings mean practically nothing to a man selecting the truck that is going to do a particular job. From my viewpoint, there are two kinds of trucks; one represents the 'luggers' and includes the dump trucks and similar slow-speed trucks for heavy-duty service; the others are the trucks which are required to carry loads of materials in delivery service. A three-ton truck, or an 18,000-lb. truck in heavy-duty service should have a different rating if used in delivery service. I hope," he concluded, "it may be possible to do something constructive on the truck rating matter. If there were S.A.E. minimum requirement specifications for the slow-speed 'luggers' trucks and higher-speed delivery trucks of various gross rated capacities, that would help a lot. That would establish something that we are now having difficulty in obtain-

RATING FORMULA IS S. A. E. TARGET

ing from people like the axle manufacturers who are withdrawing their former ratings on axle load capacities."

Skepticism was just as frankly imparted by Pierre Schon, of General Motors Truck Co., who expressed the opinion that "in so far as devising a standard method which may be used as a guide for the different manufacturers in rating their vehicles is concerned, it is very doubtful if the society or any other organization would be willing or even capable of mastering such a task." Following an exposition of the merits of the gross weight rating system as opposed to the tonnage rating method, he stated: "I can definitely say that we have no problems to solve in so far as the rating of truck chassis is concerned." His earnest wish was that the matter of ratings should be left in the hands of the factory engineer.

The discussion evoked further skepticism from M. C. Horine, Mack Trucks, Inc. He indicated the belief that a practical rating standard could not be developed, saying, among other things, that "so long as research and engineering persist in developing better ways of doing things, just so long will formulas of the type proposed be misleading and ineffective."

● Load Capacity ●

"Load capacity," he continued, "depends upon tire capacity, spring capacity, strength of load-sustaining parts, bearing sizes and loadings, performance ability, chassis weight, body equipment and weight, nature of load, character of roads, speed, grades and load distribution. Can any yardstick," he asked, "any rule of thumb, correctly reflect all these factors? Despite the A.L.A.M. horsepower formula, the average purchase of a gasoline engine must depend upon the trustworthiness of the manufacturers' ratings to guide him in the selection of the type which will do his work. Despite knock test end points and gravity tests, we all buy gasoline by brands and manufacturers' ratings. How then shall we rate the tremendously more complicated capacity of a motor truck? In doing so, what shall we rate?"

Mr. Horine got no specific answers to his questions, but his skepticism was overwhelmed by a barrage of beliefs in the need for a standard rating method and confidence in the possibility of a standard formula eventually being developed. On this firing line

were such eminent engineers as B. B. Bachman, of Autocar; C. A. Peirce, of Diamond T; A. J. Scaife, of White, and S.A.E. presidential nominee for 1932; W. S. James, Studebaker, and A. G. Herreshoff, Dodge Brothers. And ranged alongside them were representatives of big fleet operations. These, in addition to Mr. Smith, Mr. Glynn and Mr. Winchester, were P. P. Pierce, Vacuum Oil Co.; Adrian Hughes, Jr., United Railways & Electric Co., Baltimore; J. M. Orr, Equitable Auto Co., Pittsburgh, and others.

The engineers, after complimenting Messrs. Pulcher and Buckendale for their contributions, made a target of the Buckendale rating formula and peppered it with constructive criticism. This in itself was convincing proof of their deep interest in the subject and desire to see something done. Suggestions made by Messrs. Bachman, Scaife, Peirce and Herreshoff appear on page 17.

● Two Viewpoints ●

Mr. Bachman prefaced his suggestions with analytical study of the proposals embodied in the Pulcher and Buckendale papers.

"The papers," he said, "are representative of two viewpoints on the problem of truck rating. Mr. Pulcher takes into consideration two factors—ability and chassis weight—and by selection of suitable constants translates engine torque and chassis weight into gross weight. Differences of opinion will naturally arise as to the values to be selected for these constants, but these are details which do not affect the scheme if it is otherwise a practicable one. Mr. Buckendale, on the other hand, bases his proposal on the tractive ability of the vehicle alone.

"It seems to me that the most valid objection which can be offered to these proposals is that, in the endeavor to simplify a complex problem, too many factors are assumed to remain either constant or essentially so.

"I will admit (as Mr. Pulcher claimed) that the chassis weight bears a ratio to its carrying capacity unless the design is an obvious freak, but it certainly does not bear the same ratio on a concrete highway and in sand. The same objection can be made to assigning one fixed value for the ratio of torque to gross weight.

"Mr. Buckendale answers this objection by assigning different performance values for differing types of service and brings into the picture consideration of gear ratio, which is obviously necessary, but leaves the question of a desirable value for gear ratio out of the discussion entirely.

By his formula it is possible to obtain the G.V.W. value with a large engine and a low numerical ratio or a small engine and high numerical ratio. In the first case the engine will operate at a low speed; in the second case at high speed, or the vehicle speed will be affected in the reverse direction. It seems to me that two vehicles built on such diverse plans cannot be satisfactorily compared in such a simple manner as they obviously would not perform alike in any other way than the manner in which they perform continuously in high gear.

"The problem before us is to develop a simple and convenient means of comparing chassis. The buyer is interested in this as a basis for comparing values and the suitability of a given chassis to his particular needs. Obviously, this immediately introduces a wide variety of conditions which make the matter quite complex. On the other hand, the manufacturer would be glad to have the simplest method possible which would allow him to show the superior points of his product. This introduces still greater complexity and therefore I feel, as stated before, that any method such as has been suggested leaves too many factors which are assumed to remain constant."

Thereafter he proceeded to make the suggestions spotted on page 17, his purpose being, he said, to present in turn a mark which could be attacked.

● Torque and Speed ●

Mr. Scaife argued that a rating formula should express ability in terms of pounds-feet torque rather than cubic-inch displacement, and should embody fixed speed as a constant in miles per hour. Displacement is undesirable, he pointed out, because it is necessary to take compression ratio into the calculation due to the low, medium and high-compression engines giving different results with the same cubic-inch displacement. He illustrated his contention by means of a chart showing ability factors. The need for a speed factor he argued thus:

"An engine with 200 pounds-feet torque and a vehicle gross load of 8000 lb. will negotiate a 6.6 per cent grade at 20 m.p.h. with an axle ratio of 6 to 1, using 30 x 5 tires on a 30-lb. road. If the speed were not taken into account, it would be possible to take 16,000 lb., or twice the gross, up a 6.6 per cent grade with a 200 pounds-feet engine by changing the gear ratio from 6 to 1 to 12 to 1. This would give the same performance from an

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SALESMEN TO SELL MUST HAVE TRUCKS TO SHOW

THERE are still a great many sales executives who seem to think that their salesmen ought to get orders merely by dangling under prospect's noses a piece of literature beautifully prepared in attractive color, seductive English and glowing specifications. If you tell them that prospects before signing away their dough want to rub elbows with the thing they are buying—that they want to see it, feel it, get in it, try it, etc.—they don't understand your language—on purpose. All they can see are demonstration cost figures. And all you get for your pains is the following stall, wrapped up in a dozen different ways: "If your prospect wants to see the truck bring him in—take him over to the showroom, etc."

Every time I hear a sales manager hand out that line, and 90 per cent of them do, I laugh out loud and end up by telling them to try bringing one in themselves some time. I'll bet you my new radio set to your last year's straw benny or what have you that you don't want, that 50 per cent of the gray hairs in salesmen's heads come from trying to bring customers into showrooms. And besides, if a salesman does succeed in bringing in a prospect after days of persuasion, which in itself is an occasion worthy of celebration, nine chances out of 10 the model the customer is interested in is either sold or sent to another branch. This isn't funny, it's tragic—it happens every

A complaint against the practice of selling trucks from paper. It's from a truck salesman, who, because of the controversial aspects of this subject, desires to remain anonymous. He argues that prospects want to see the trucks they are buying. Reactions of salesmen and managers are invited.

day all over the country and sales managers wonder why we salesmen don't get results.

But it's a different story when the manager is out trying to get an order. He sees to it that he gets the cooperation denied us. Here's an actual case in point and from my talks with other salesmen, it isn't uncommon.

Not very long ago I managed to coerce a prospect into meeting me in our showroom one morning at 11. I was on the job at 10.30 that morning, but discovered that the model my customer wanted to see was not on the floor. I explained my predicament to the sales manager and got the usual line. He suggested that I show model so and so.

"But," I exclaimed, "that model has a different wheelbase, smaller engine . . ."

"Yes, I know that," replied the sales manager, "but can't you explain to your customer that the one you are

showing him will give him a good idea as to the one he wants?"

After tumbling all this over in my mind I decided to let the manager do the explaining while I listened, reasoning that maybe he had a line that he could put over on this baby with whom I knew I couldn't reach first base.

When the customer arrived I brought out and introduced the manager. He started right in, but after talking about ten minutes the prospect interrupted him and said: "But where is this wonderful truck you're talking about? I'd like to see it; as a matter of fact that's why I made this appointment with your salesman."

"Well-l-l," drawled the sales manager, "unfortunately we don't have the particular model you're interested in here at this moment; in fact the only one in the territory is at present in our 'Squedunk' branch." (City about 100 miles away.)

"That's too bad," the customer replied, preparing to leave. "I must buy a truck within the next day or two. I would have been pleased to look yours over, but since you haven't the

TURN TO PAGE 34, PLEASE



HOW TO CUT THE HIGH

NO-ACCIDENT drivers are money makers, be they drivers in fleets of two or 1000 trucks. It is within the ability of every fleet owner, large or small, to develop and capitalize this type of driver.

While great progress has been made during recent years to reduce the high cost of accidents, there is still plenty of room for even greater and more universal achievements. Unfortunately many operators for divers reasons have not seen fit to give the matter the attention it deserves. Perhaps the chief reason for this disregard lies in the fact that they do not appreciate the costly significance of accidents, or in what manner and how much accidents actually are costing them.

Accident cost is both indirect and direct, with the former often considerably greater than we suspect. Damage to company reputation is a form of indirect accident cost. Company reputation, like character, takes years to build up; yet moments may destroy it. As for direct cost, an insurance policy does not pay all losses incurred by accidents. Unless covered for collision, insurance does not pay for damage to your own vehicles or accident repairs. Besides, high accident experience costs money in high premium rates. Another direct cost is the hiring of temporary drivers, unfamiliar with the routine of work, to replace men injured, involving loss of time for their instruction, etc. The hiring of temporary vehicles to replace those towed in for repairs is another direct cost. Finally losses resulting from delays in delivery must be considered as a cost.

Aside from the humanitarian standpoint, which in itself justifies the expending of effort to reduce accidents, these cost elements show why any plan designed to prevent accidents pays. That accidents can be curtailed, life and money saved by proper control and management is no idle fancy. There are too many excellent examples to the contrary. And that it is not hard to set up and follow through a no-accident plan is equally true. Excellent testimony to the fact is available in any big city today.

There are many plans, but probably the most effective plan, according to the experiences of a large number of fleet operators in various vocations is one that combines mechanical safety,

By MARTIN J. KOITZSCH

supervision and education. But no plan, however good, can be successful unless safety is taken seriously by every executive in the organization, from the president down; otherwise interest, the life-blood of the plan, will not be transmitted to subordinates. Furthermore, a safety campaign should not be contemplated unless done so with the idea of permanency. A short-lived campaign is of little value—to get results it must be continuous, carefully planned, with occasional special features sprinkled in to reawaken interest.

The purpose and effect of a campaign should be: (a) to prevent loss of life and limb on the part of both employees and the public; (b) to minimize property damage and keep

ANOTHER WAY OF MAKING MONEY

The economic loss from motor vehicle accidents in 1930 is estimated at \$1,000,000,000. The human toll is just as shocking, 32,500 killed and 1,000,000 injured. While this summary applies to all motor vehicles, it should be of interest to all fleet operators to know just how much of this billion dollar expense each has incurred and how the share of each can be reduced in the future. This article tells how to reduce accident costs by approaching the problem from the driver angle.

Next month Commercial Car Journal will publish another article on safe driving explaining how comparative accident records are developed and used.

vehicles in use; (c) to reduce the cost of damage claims or liability insurance; (d) to reduce the cost of claims by employees or compensation insurance; (e) to make the driver's job more interesting and attractive through contests, bonuses, etc.

Here are the important items of a workable plan already in use by many operators. They apply with few exceptions and with slight modifications to all concerns, whether they be small, employing from two to 10 drivers, or large, with hundreds of drivers on their payrolls. Each item will be taken up and discussed separately and briefly.

The Plan

- Maintaining safe equipment
- Proper supervision
- Appointing a Safety Director
- Organizing safety committees
- Selecting and instructing new men
- Arranging safety meetings of employees
- Setting up standard rules for safe driving
- Establishing comparative accident records of individual drivers and garages
- Investigating accidents and exercising discipline
- Utilizing safety posters in garages and on trucks
- Using bulletins and dash cards
- Publishing articles in employee magazines, if any
- Awarding prizes and bonuses for good records
- Running special short campaigns

Safe Equipment

Proper condition of vehicles is of prime importance. Mechanical parts having to do with safe driving deserve more frequent and careful inspection than they usually get. For example, brakes should be tested daily and linings should be removed before they become so badly worn as to become dangerous. Proper headlights are vital to safety. Bad bulbs should be replaced promptly and headlamps should be properly focused.

Safety Director

One man should be made responsible for all safety work. He may be designated as the Safety Director and it is his duty to keep in close touch with every detail of the program. In large organizations the man appointed will devote his entire time to supervision with such assistants, inspectors, or committees as circumstances may re-

TURN TO PAGE 43, PLEASE

COST OF ACCIDENTS



Pete Keenan

A SAFE DRIVER IS:

Alert
Cautious
Considerate
Reasonable
Loyal

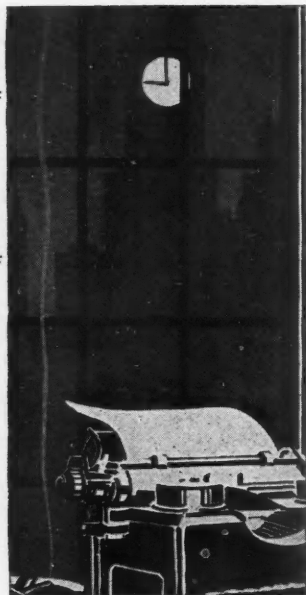
A SAFE DRIVER KNOWS:

Traffic rules
Company policy
When his truck needs attention

A SAFE DRIVER ENJOYS:

Personal satisfaction
Honor
Awards
Bonuses

SUCH A DRIVER CAN BE DEVELOPED—THIS ARTICLE TELLS HOW



AFTER HOURS

Will the N.A.C.C. Balk Formula?

The other day in the presence of a man who has frequent contact with truck manufacturers we waxed enthusiastic about the fact that the Society of Automotive Engineers had decided to work on the problem of a standard truck rating formula. "Devising the formula," we said, "will be a tough job, but I think enough interest in the matter has been displayed by capable engineers to make me feel certain that the truck rating committee will come up with a standard formula."

"A tough job is right," was his remark, "and I think it will be a still tougher job getting the National Automobile Chamber of Commerce to accept any formula, no matter what it is."

Not having given this phase of the subject any thought, we had no retort other than an evasive "I don't think any trouble need be anticipated from that quarter."

"No?" and he made the query sound as sarcastic as possible. "Then you may have another think coming. As you very well know truck manufacturers have discussed truck ratings at many of their N.A.C.C. meetings. That nothing came of the discussions is an indication that opinion was set against anything being done about ratings."

Peering Back into History

Believe us when we say that our mind worked rapidly while he was speaking his bit. And it actually developed an idea which we hastened to get rid off.

"The trouble before—and I don't mean to be funny when I say this—is that the N.A.C.C. tried to do something about ratings when it should have encouraged S.A.E. action. It was natural for manufacturers to look at the problem not from the strictly engineering standpoint but from the strictly sales angle. And prejudice won't give you the correct answer to an engineering problem. At that time manufacturers thought that to do anything about ratings might affect sales adversely. The heavy-duty and light-duty manufacturers saw certain benefits in the by-guess-and-by-gosh rating methods then in use, each feeling that he possessed a certain advantage over the other and that to give up the advantage might prove disastrous. Which was a gaudy example of self-deception when you consider that manufacturers had sufficient evidence that buyers were disregarding rated capacities. They were buying transportation at a time when the truck's influence was constantly expanding. Doubtless they were looking for trucks that could haul, say, 4 tons, but weren't buying trucks rated at 4 tons.

"Mr. Pulcher himself nailed the sales prejudice (in its coffin, I hope) when he said: 'The truck rating problem will be solved only when it is removed from prejudiced departmental influence and considered strictly from the standpoint of performance on the open highways.'

"Indeed, under the circumstances, it would have been miraculous if the N.A.C.C. had solved the truck rating problem."

If Obstacle It's Passable

Further words were bandied, and then the argument was dropped. But not permanently because the thought remained with us that if the N.A.C.C. presented an obstacle to acceptance of a standard rating formula—in the event one were devised by the S.A.E.—that obstacle had better be anticipated. So, calling logic to our assistance, we ar-

rived at reasons why the N.A.C.C. should not be deemed an impassable obstacle.

Let's assume that the S.A.E. has sanctioned a rating formula which possesses merit and which the N.A.C.C. has been asked to approve. Three courses are open to the N.A.C.C. as an organization: to approve, to disapprove or to disregard. If approval is unanimous it may be assumed that adoption of the formula by individual members likewise will be unanimous. If approval is by majority, it may be expected that the majority will adopt the formula, and that the minority won't, but may drop into the fold, one by one, later on.

In the event of unanimous disapproval, the cause will not be entirely lost, because not all truck companies are members of the N.A.C.C., and several or all of them may elect to view the rating formula as a new merchandising idea. Thereafter the formula battle would be fought on the sales front with operators deciding the issue with their orders and with insistence that trucks entered in competitive bidding be rated by the S.A.E. standard rating formula.

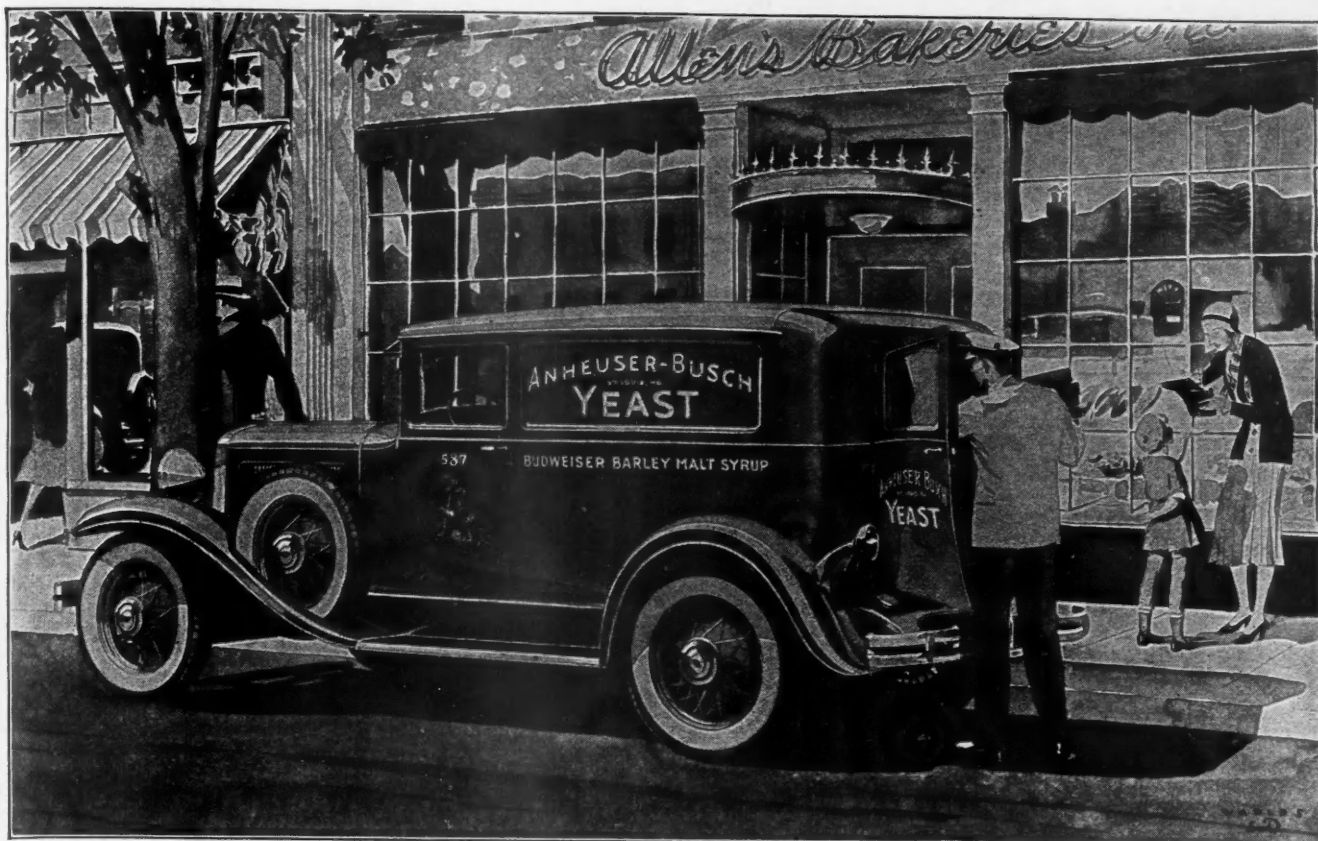
If disapproval is by majority, the minority may be expected to show their disapproval of the disapproval by making good use of the formula.

If the N.A.C.C. disregards the issue, it becomes a case of every man for himself. Some may and others may not adopt the formula.

Someone Will Rear the Child

So, no matter what the decision, a meritorious formula has a splendid chance of finding foster-parents to rear it and give it an opportunity—which is all it will ask—in the truck world to prove its worth.

Naturally, the influence of the N.A.C.C. is not to be ignored or minimized, but neither is it to be considered so destructive as to envelop the activities of the S.A.E. truck rating formula committee with an air of futility.—G. T. H.



The New Chevrolet Sedan Delivery

Proved Economy is winning fleet business for Chevrolet



Hardly a day goes by without some new and famous name being added to the long list of Chevrolet fleet owners. Largely responsible for these sales is Chevrolet's outstanding economy. For it is a matter of record among many Chevrolet fleet operators *that the Chevrolet Six costs less to run than any other motor vehicle.* As one big industrial organization has written: "Our records are taken from travelers' expense sheets and our expenses include 50 per cent yearly depreciation; \$100,000 liability and \$5000 property damage insurance; garage charges at home as well

as on the road; gasoline; repairs; oil; in fact, everything that could properly be charged against automobile expense. In our experience with our ninety-one Chevrolet cars, we find that the total mileage was 1,854,202 miles and that the average cost per mile was \$.04. *The results are quite pleasing to us, in view of the fact that it proves that the six-cylinder car has been run more economically than the four-cylinder car.*" Backed by such convincing evidence of Chevrolet's exceptional economy, Chevrolet dealers are particularly well equipped to win sales in the highly profitable fleet field.

Passenger car prices range from \$475 to \$650. Truck chassis are priced from \$355 to \$590. All prices f. o. b. Flint, Michigan. Special equipment extra. Product of General Motors. Low delivered prices and easy G. M. A. C. terms. Chevrolet Motor Company, Detroit, Mich.

NEW CHEVROLET SIX The Great American Value

A TRUCK ASSOCIATION



9.15 A. M.—Secretary arrives breathless, and calls, "Good morning, boys. Mornin', Miss Brown."

Chorus from two outside men and Miss Brown: "Good morning, Boss."

9.18 a. m.—Secretary attempts to hang up coat and hat, and both fall to floor, meaning the coat and hat. Outside men and Miss Brown leave 'em lay. Secretary bends heavily, and recovers both, glaring at outside men. "It's a wonder," he gasps, "that you

two guys wouldn't move once in awhile. First thing you know you'll get callouses."

9.19 a. m.—From outside men: "Ha, ha, that's a good one, Chief! Geez, you say the funniest things!"

Secretary, modestly: "Well, I can't help it. They just come to me!"

Miss Brown appears to strangle, and Secretary observes, "It must be something you ate."

9.22 a. m.—Secretary takes seat at

his desk. Rubs hands vigorously, and declaims, "Boy, I sure feel like a good day's work today. What's in the mail, Miss Brown?"

9.25 a. m.—Miss Brown concludes powdering nose, rises, and with a Ziegfeld swing of hips, approaches desk of Secretary. "A lot," she answers, smothering yawn.

"Am I keeping you up?" snaps Secretary.

"Nope," barks Miss Brown. "I only

SECRETARY TELLS ALL

By TOM F. BARRY

Executive Secretary, The
Merchant Truckmen's Bu-
reau of New York, Inc.



stay up for my friends. Anyways, here's six circulars and two offers of 'How To Improve Your Mind in Six Easy Lessons.'"

"You ought to be interested in that, Chief," observes outside man No. 1.

"Ha, ha, ha!" from outside man No. 2.

"Listen," snarls the Secretary. "How would you and the other Mug like to go out and get some dues? And don't come back until you get 'em!"

EDITOR'S NOTE

In the publishing business there's a saying that "light reading and light clothing are in demand in the hot summer months for the same reason." That's why we approached Tom Barry, executive secretary of the New York Merchant Truckmen's Bureau, and asked him to give us an account of a routine day in the life of a truck association secretary. We knew he would tell the tale humorously. He did, and we present it first as a satirical piece of writing intended to win sympathy for truck association secretaries everywhere, and second, as a bit of light reading for an August day that can be tossed off together with a bottle of cold home brew and a limburger cheese-bermuda onion sandwich. We warn readers that if they detect an odor they may blame Mr. Barry or the sandwich, and let the beer belch (should we say eructate?) where it may.

"A plazure," from the outside men. "Anything else, Chief? No? S'long, Brownie! B'by, Chief. We'll be seein' you, we're afraid!"

(Door slams, and drowns out Secretary's remarks.)

"As I was sayin'," continues Miss Brown, "we have circulars, personal letters from your friends, and fourteen complaints. Personal letters? Oh, Jimmy Whoozis writes to know if you'll send him ten dollars. It seems he's stranded in Atlantic City an'— Oh, an' here's one from Joe Smack. He's trying to get a job as a prohibition agent, and he wonders if you'll fix it up for him. He wants you to say that the time he shot that lad in Flatbush, it was all in fun. And besides, he says, the fella he shot was only an insurance agent, and he adds, 'Since when was it a crime to shoot an insurance agent?' Yeah, that's what he says.

"An' here's one from a girl who says she met you at a convention and you told her that if she ever got tired of her husband to look you up. She writes that her husband annoys her now, and she's coming to New York. She wants to know if you'll meet her?

"An' here's another one from the secretary of a middle-western truck organization who wants you to send him, at our expense, copies of all our bulletins for the last three years. An' . . ."

"File 'em," snaps the Secretary, "in a waste basket. And wire that guy in the middle west that we're not acting as a public library this season.

How about the complaints?"

Miss Brown shifts her gum, leans against the desk, and pats her bob. She begins to talk rapidly:

"The President writes he didn't like that crack of yours in the last bulletin. The one which went, 'When bigger boobs are made, New York truckmen will be their fathers.' He says you ought to be more careful what you say.

"The Treasurer writes that our bank balance is now lower than it has been in five years, and he wants to know what you're going to do about it. He says you should do *something*, but he doesn't say *what*!

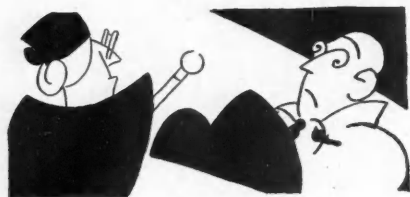
"The First Vice-President writes in to say that his son Maurice is now on the loose, having been given a vacation from school, and would make a valuable employee for the organization. Maurice, says his Vice-Presidential Nibs, will consent to work for \$80 a week, and prefers a five-day week.

"I have here," gestures Miss Brown, "a letter from the union delegates, in which they don't seem to think you're the best lad in the world. They seem to hope you break your neck, or something. Oh, such language! I'm surprised at you, Mr. Secretary. If Mother knew I had to listen to such talk, she wouldn't let me stay here a minute."

10.07 a. m.—Telephone rings, halting Miss Brown's complaint. Voice says:

"Is disa de Truck-a-men's Asso'? Dees is Tony Capoosh! Capoosh!"

A TRUCK ASSOCIATION SECRETARY TELLS ALL



Wassa mat, you deef? Tony Capoosh. Kay, ow, poo, oooo, oooo, essss, a-haithch! Capoosh! Aw ri'. I wanna tell-a you a-wan t'ing. De Assoc' no good! I quit! I'm-a troo! I gotta de work in-a house, Kablowsky, Skayhooski, Moweeski, and O'Brien, see? For twenny-seven year I do-a dis-a work. Den, las' w'k, one of our mem' he cutta da price, an' I lose-a da woik! I killa dat #\$\$%-&""&-%\$#". I shoot 'em da pants! What-a you do, huh? I make-a da trub' if you no make-a him give-a back de woik. Me no want-a de let'. Me wanna de pineap' t'rown in-a his place. Me wanna da machine gun to shoot up de woiks! Me wanna . . . Ah, go to hell! You and da Asso' no good! G'by!"

10.27 a. m.—Secretary appears dazed after conversation with Tony. "Let's write some letters," he tells Miss Brown. Secretary is about to begin dictation, when telephone rings. The Association's President is on the wire. He says:

"Hello, Secretary? So you finally got, there, huh? It's a wonder you wouldn't get in on time. I called you up at 7.45 a. m., and I couldn't get an answer. You don't get in until 9, huh? What have you got—a bank down there? Let it pass . . .

"What I called you about," continues the President, "is, that I didn't see my name in your last bulletin. Now you know I don't give a damn about publicity; in fact, I don't like it, as you well know. But, as long as you're making such a helluva fuss about what the Second Vice-President is doing, you might as well mention my name!

"Another thing, I got a swell idea. We should get some fancy calendars made up and distribute them to our members. We could print on 'em the name of the Association, then my name as President, and then, in smaller type below that, the fact that I'm connected with the firm of Muggins & Meegans, Inc. And I have just the man in mind to get up a nice calendar. He's my brother-in-law and

he works for a printing house on a commission basis. He'd give us a good break. Get this right, now, I don't want anything for myself! Not a chance! I just want to do the members a good turn! Get the idea? I'll talk to you about this tomorrow. I'll be down town anyway, so I'll drop in. I'll bring the brother-in-law with me!"

11 a. m.—Office door opens. Voice says: "Furniture repairs? Got any furniture repairs? Nice furniture repairs, boss."

"No!" roars Secretary holding his head.

11.05 a. m.—Door opens again. Grim female enters: "Are you the Secretary?" she asks. "Well, my name is Mrs. E. Throgmore Blue. I represent the Horse Ease Society, Inc. Think of it, Mr. Secretary, as we stand here talking, there are 42,000 horses walking around New York who are thirsty. Their throats are dry, they are tired, and they need a drink!"

"Lady," interrupts the Secretary, "them and me both! Nothing today. This is an organization, and we have no funds available for contributions . . ."

"But," persists Mrs. Blue, "outside the weather is hot. The streets are giving off heat vapor. The poor horses are plodding along, thinking of purling brooks and lilting streams. Oh, how they want a drink, and *our* work, that of the Horse Ease Society, Inc., makes it possible for them to relieve their thirst by our sanitary drinking troughs placed at strategic points around the city. Contribute something. Just a little. A paltry hundred dollars. A miserable half a hundred. Just a little! A tithe! Anything!"

11.25 a. m.—Secretary reaches for Ole Betsy, concealed in his desk. He rises, and, with a mad glint in his eye, stalks toward Mrs. Blue. She screams and flees. Secretary resumes desk and groans loudly, while Miss Brown fiercely polishes her nails a deeper carmine. For ten minutes the Secretary looks longingly at the Colt automatic he holds in his hand. Shakes his head and replaces gun in desk, muttering, "That last policy will not be incontestable for another two months. I'd better wait!"

11.42 a. m.—Secretary starts to resume dictation, when phone rings and a member is on the wire. The member says:

"Hello, Secretary? This is John Mousey, of the Eighth Street Mou-

seys, 'hauling anywhere, anytime, anyplace, and anyhow.' How are you? Fine, fine. I want to ask you a question—just a simple little question. It's as follows:

"Why are truck regulations different in the States of New York, New Jersey and Connecticut? I mean, *why* are they different? Why aren't they the *same*? You don't know—you're sure? Well, you're a fine Secretary, I must say. All right, if you can't answer that first simple little question, how about this one:

"I went over to Jersey the other day with truck and load combined weighing 68,000 lb. Unfortunately, the truck went through the street and had to be taken out by the police emergency squad and the fire department. Could you speak to somebody over there and tell them they had no right to arrest my driver? You couldn't, huh? Well, what good is the Association? What do you think I pay my dues in here for? What do you ever do for me? I just break up a little pavement, and you can't do a thing for me. Listen to me, Secretary, I'll take this up with the Executive Committee. You can't get away with refusing *me* assistance!" Wham! The Secretary recoils from the phone



as his eardrum almost ruptures from the force of the broken connection.

12.02 p. m.—Phone rings again. Gentle female voice says: "Is this you, dear? How have you been, sweetheart?"

Secretary says he's doing as well as can be expected, and politely inquires to whom he's "sweetheart" now? Voice explodes:

"I'll report you to the telephone company. Why didn't you *say* you weren't my husband!" Bang! Another broken connection.

12.10 p. m.—Weakly, the Secretary turns to Miss Brown and says, "Go to lunch, and if I'm dead when you return, tell them it hurts me more than it does them." Curtain descends as Secretary pecks at typewriter, vainly trying to answer some personal letters.

1 p. m.—Curtain rises as Miss Brown returns from lunch humming, "Cuppa coffee, a sandwich, and you."

Door opens again and secretarial comments are prevented by entrance

of member, a Mr. Birzo. Secretary rises hastily.

"Well, well," he chants, "if it isn't Mr. Birzo. How are you, Mr. Birzo? You're looking fine."

Mr. Birzo groans. "I don't feel good," he protests. "I'm not myself at all. Had an operation. It was my gall bladder. The doctor said—it was Dr. Towser who operated, and he's the best in the city—that it was the worst gall bladder he ever saw in his life. Why, he . . ."

The Secretary signals to Miss Brown.

"Oh, Mr. Secretary," interrupts Miss Brown sweetly, "while you were out to lunch the President phoned and he wants you to call him right away."

"Of course, of course," the Secretary agrees. "I wonder," he says, turning to Mr. Birzo, "if I might make an appointment with you for next week and hear about that operation. I'm certainly interested because some day my gall bladder, if not already destroyed by drugstore gin, might decide to go places. Next week, eh, Mr. Birzo?"

"I got plenty of time," returns Mr. Birzo. "You go ahead and make that call, and I'll sit right here . . ."

2.05 p. m.—Secretary mops forehead and glares at the door through which Mr. Birzo has just departed.

"Quite an organ recital," observes Miss Brown. "Ask me anything about Mr. Birzo . . . anything . . . and I'll tell you right off."

"No matter," declares the Secretary, "how you slice it, it's still baloney! That guy didn't have a thing on his mind except to find out, from my long association experience, whether or not he might expect any further trouble from his gall bladder. It's an old organization custom. And there's the telephone once again."

"Hello? Yes, Mr. Lawson. And how are you today? You complain of a lack of cooperation among the members of the Association? I'm sorry to hear you say that, Mr. Lawson. Very sorry, indeed. Is that so? Really? Tsk, tsk, tsk, tsk, that's terrible! He did, eh? The big stiff! But, we all have our moments when we fall from grace, Mr. Lawson. No, I really can't tell you if he goes to church or not, Mr. Lawson. If he did, he wouldn't cut your prices, you say? Probably



The Commercial Car Journal

not, Mr. Lawson, although I've seen a few church members pull some fast ones in my time, Mr. Lawson. How about the Halls-Mills murder case, Mr. Lawson? I should be ashamed to bring that up? Well, maybe I should, and maybe I shouldn't. Some do and some don't, Mr. Lawson. I'll speak to him about that price cut, Mr. Lawson. Yes, indeed, I'll do it today without fail. G'by."

Secretary mops brow with renewed vigor and mailman enters. Carrier hands Miss Brown an envelope as the hands of the clock point to 2.35 p. m.

"A check for dues?" asks the Secretary eagerly.

Miss Brown pouts, a la Nancy Carroll, and withdraws sheet of paper from envelope. "No; no check," she answers. "Looks like a letter. Here it is. It's from The Walla Trucking Co."

"God!" exclaims the Secretary. "Poetry! Let's read it. It's captioned, 'Pull Together.' It starts:

"Truckmen should pull together,
In fair, or stormy weather.

They should not fight or quarrel,
Or act like a squarrel.

They should be strong and brave,
Act like men and not a slave,
They should . . ."

"Enough!" shrieks the Secretary. "And he says he 'wants it—the verse—inserted in the next bulletin.' Over my dead body, Miss Brown! That's the third time he's written one of these things. I made a mistake when I put the first one in. It was good, except that Kipling wrote it first. Drat that telephone! You answer it, Miss Brown. Tell them I'm in conference. Tell them that President Hoover's secretary and I are busy on a plan for truck owners to operate trucks without a license."

" . . . I'm so sorry," breathed Miss Brown into the telephone, "but he's in conference. Yes, with a big Government official who came all the way from Washington to obtain his views. Why, he has so views! He certainly has views! All God's chillun got views, Mr. Razzer. I'll have him call you. Oh, you won't be in? No? I'm sorry to hear that. Well, maybe you'll be in some other time. You'll call again? Thanks, so much, Mr. Razzer. No . . . No . . . I couldn't possibly go to dinner with you. I never eat dinner. . . . No, just a hearty lunch. . . . Oh, you're a kiddier, Mr. Razzer? Why, you are so a kiddier, Mr. Razzer. I'll betcha you're married, Mr. Razzer. I betcha you

got a large and thriving family, Mr. Razzer. I . . ."

"Hey," howled the Secretary, "will you hang up the phone on E. Wilberforce Razzer? The hour is now 3.40 p. m., so, if we are going to get this dictation done, we might as well do it now!"

3.45 p. m.—Secretary has made considerable progress in his first letter when door opens and three grim, tough-looking individuals stalk into office. Man in lead speaks:

"Lo, Cullie. You the Secretary? Yeah? Well, me an' me two pals wuz sent down by Joe Foozer. You know Joe, don't you? He's one o' your members, so yuh ought to know him. W-e-l-l, Joe told us you wuz havin' some trouble collectin' dues from members, so he tells us tuh come down here an' maybe you got somethin' fer us to do in a collectin' line. We'll take it over on a percentage basis—get me, fella?"

Secretary reddens and is about to explode. Observing an ominous bulge in the pockets of the trio, however, he



decides to be calm . . . and pleasant.

"Er, how-a, er, would you collect the dues?" he inquires feebly. "What would be your system?"

Spokesman for trio sneers and rubs his nose with tip of his thumb. "Easy," he declares. "We go in an' talk to 'em nice, see? We tells 'em they owe dues to the Association, and we'd like 'em to get it up. We tells 'em if they won't give us a check now, that we'll come back . . . later . . ."

"Then," went on the spokesman, "the next day we step in the guy's joint again. That is if we don't get no sugar the foist time. I starts off nice the second time, an' asts why he didn't put it on the line. He giz me a line of horsefeathers, an' I slaps him in the pan. I sez, 'That's for forgettin,' I sez. If he makes a pass at me, we pulls the roscoes an' chucks the biscuits against his ribs. Then I sez, 'Do I take this on the legit, or do I stick up the joint?' I sez. Then I

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In This Issue 18 Shop Tricks Appear; In Sept. a Second Article Will Describe 19 More

A TRUCK arrives at the base repair shop of the Gulf Refining Co., Upper Darby, Pa., in the morning and later in the day an overhauled and repainted truck, thoroughly road-tested, is delivered to the operating department. No miracle of truck rebuilding is accomplished in the intervening hours, but what does take place makes an interesting story for fleet men.

This shop is a maintenance factory with a daily capacity of a complete overhaul of a truck, frame rivets to repainting, plus an additional repainting for each overhaul. Major facilities of the establishment rival those of many of the smaller truck factories. Work is carried through on a definite schedule which calls for complete rebuilding and road test in one week and repainting complete, including chassis and major units as well as tanks in another week.

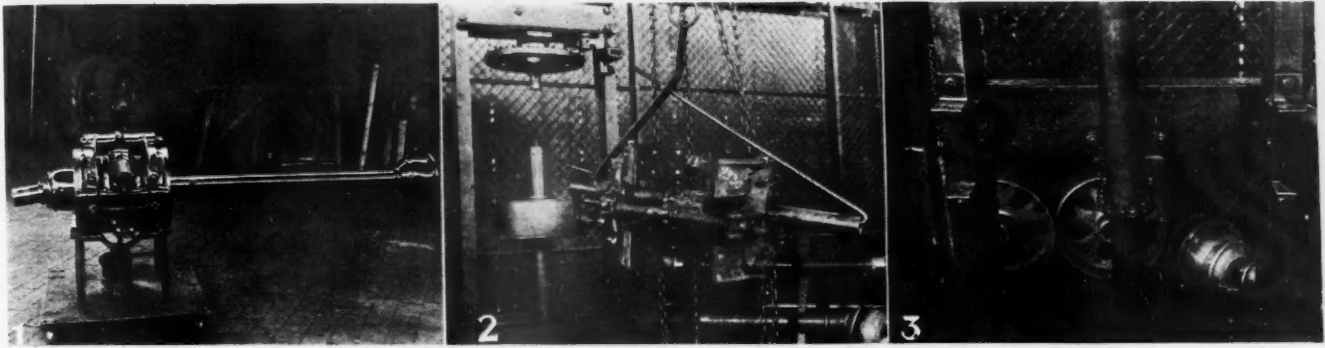
Shop-made devices abound, evidence of which is given on the accompanying pages, and will be supplemented by an article in the next issue devoted to larger devices, shop equipment and methods of handling parts.

By JAMES W. COTT

August, 1931

The Commercial Car Journal

FLOOD OF GULF IDEAS



Remove, Overhaul and Reinstall Brake Assembly

Special jack, hoist and press attachment make this a one-man job all the way through. Time saved is about three hours.

Dropping the brake and propeller shaft assembly out of a White truck commonly calls for the combined (more or less) struggles of three men. Putting it back takes the same number of men but harder struggling.

Contrast that method with the Gulf shop plan. A special stand on casters is rolled beneath the brake, weight

is taken off the bolts by a hydraulic jack and the assembly lowered to traveling position, 1. It is pushed over to a press and lifted by a chain hoist with a special Y hook which engages both ends of the cross tube, as shown in 2. The shop press cross channel, at the front, is hinged and it is opened to receive the upright shaft 3. The shaft is clamped in place by a plumber's chain vise bolted to the rear cross channel. The brake assembly is then lifted off and placed on a stand on the work bench by sliding the chain hoist along a swinging boom. Reassembly is carried on in the same manner.



Magneto Repairing

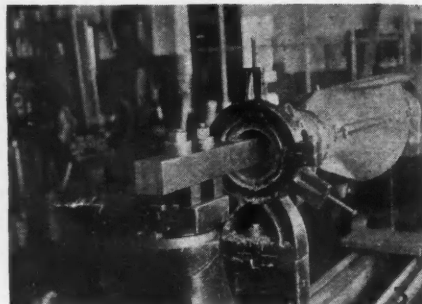
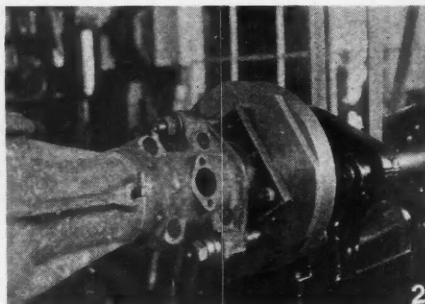
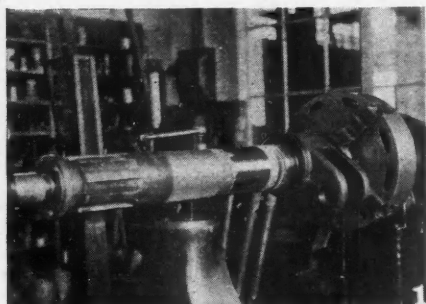
A simple point grinder gives a full-face contact surface in less than 2 minutes; an armature test and complete magneto test put an end to comebacks.

The point grinder comprises a small bench drill driven by round belt directly from countershaft. Points are clamped in drill chuck and revolved at high speed on a double-faced oil stone. Excessive grinding is avoided by the fact that the oil stone stops wiggling when the point is finished. The point surface is not only smooth but it is dead flat which makes complete contact.

Magneto armatures are tested at the end of the bench countershaft. A battery type distributor is supported in a wooden bracket and driven by a chuck on the shaft.

Battery current is fed through the armature and the high-tension current is passed through a Stromberg Motoscope. Tests are continued long enough to check defects in wiring or insulation which show up only after continued for 15 minutes, or more, to show up obscure defects in insulation or wiring.

Because the fleet is well standardized a simple type of magneto test fixture is sufficient. Wire leads are brought through the workbench top and are connected to spark gaps and a Motoscope in the cabinet behind the magneto. Belt is tightened by a lathe cross feed mechanism and the magneto is held in place by a cross piece moving up and down on two long studs. Note that two springs move the top bar upward out of the way when the nuts are unscrewed.

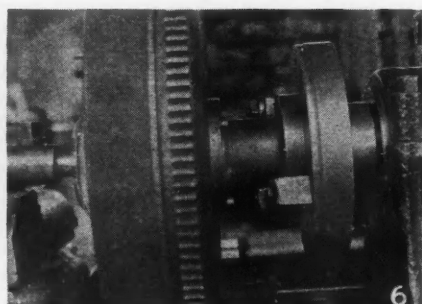
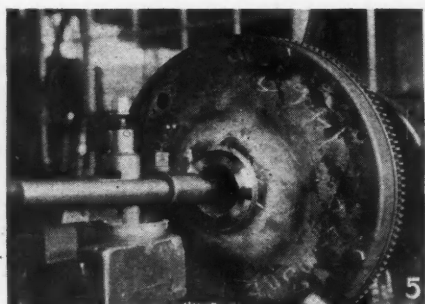
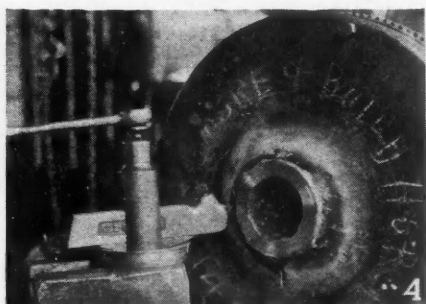


SALVAGE AND REPAIR

Rear axle housings costing about \$225 are salvaged in 10 man-hours, other jobs, of course, show smaller savings.

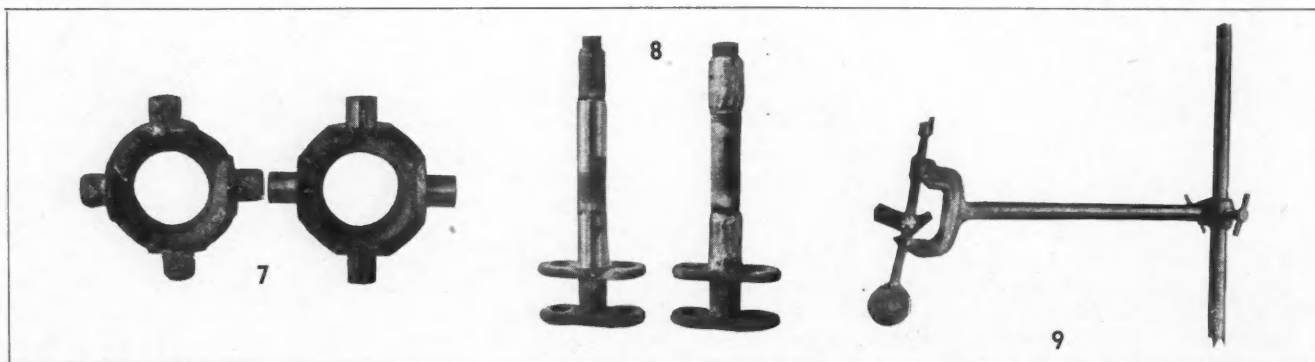
Any part which arrives in the junk box in this shop has, like a faithful old horse put out to pasture, earned its retirement. Before it reaches that haven of rest it is reclaimed, perhaps several times, by welding, machining and other processes. In many cases, worn places are built up by bronze welding and then machined to standard size, in others worn circular openings in parts are restored to standard size by boring out and inserting bushings. Of course, some jobs call for the use of both methods.

Both building-up with welding and rebushing are employed to reclaim the rear axle housings. The tube is filled out by bronze welding and then turned to standard size in a lathe (1). Welding takes about one hour. The next operation is that of boring out the housing ends. The housing is bolted to the lathe face plate as shown in (2) and the outer end revolves within a special bearing type support (3). The tool is a substantial bar supported on an extension on the tool slide. Machining both ends of the housing and two tubes takes about 10 hours. Bushings are turned from commercial heavy black pipe. After the housing has been rebushed once new bushings can be inserted without reboring.



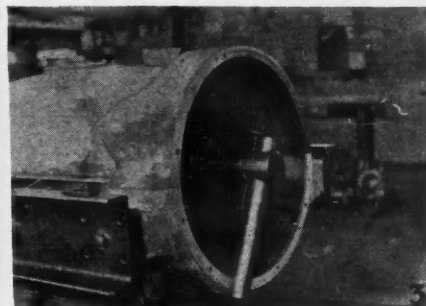
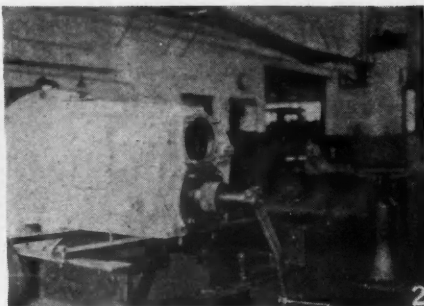
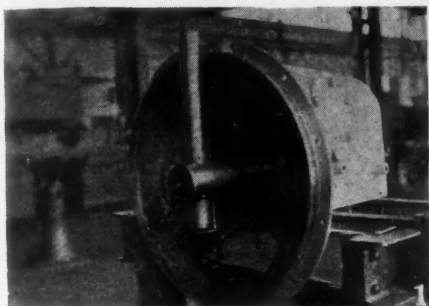
Bronze welding is also employed in the flywheel reclaiming job shown in 4, 5 and 6. The outer face of the flywheel which comes in contact with the clutch brake and the center bore wear. After welding the flywheel is mounted in

the lathe on a special jig (6), then turned as indicated in (4) and bored as shown in (5). Welding takes about one hour, lathe work 2½ hours. The part is worth about \$18.



A host of smaller parts are saved by welding and simple finishing operations. For illustration, accelerator pedals which wear at one point are fastened in an adjustable clamp (9) and built up with bronze. A little filing and grinding smooth the welded surface. This job takes about 15 minutes for welding, 5 minutes for grinding.

Universal joint yokes (7) are saved by welding and turning, the welding taking about 20 to 30 minutes, the turning in a lathe 20 minutes. Likewise a pair of brake shafts (8) are filled in within 30 minutes and turned, two surfaces on each shaft, in one hour. A large assortment of other parts are salvaged in a similar manner, every day.



Facing Tools

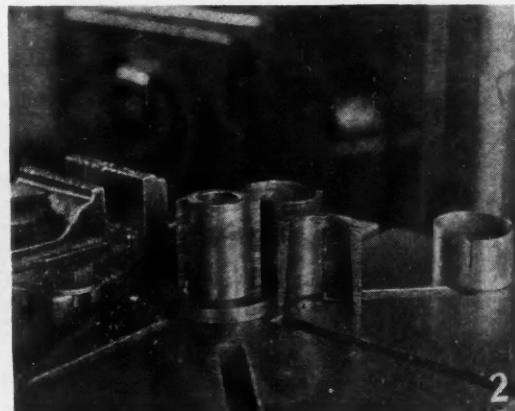
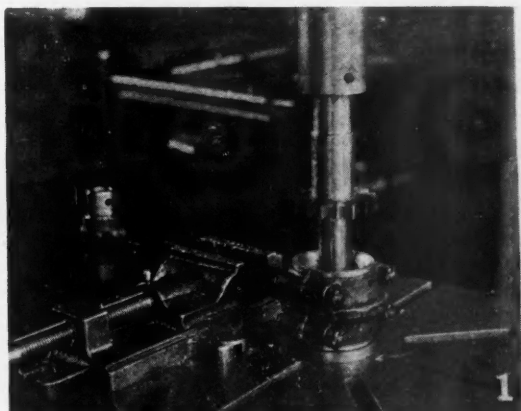
Two tools of similar design, one for clutch housings, the other for transmission housings, turn the respective flanges true within .001 in. in 30 minutes, compared with two to three hours for a less accurate job of hard filing.

The transmission tool (1) comprises a heavy shaft and an arm. The shaft extends through the transmission case and is carried in a ball bearing at each end bolted in place of the transmission shaft bearing (2).

The arm is made of cold rolled bar stock ground to size and fitting in a reamed and honed hole in the shaft. The cutting tool is adjusted and held in place by means of headless set screws.

Automatic feed of the cutter is provided by a long feed screw with star head and knocker, as shown in (1).

Arm, cutter and feed of the same types are used in the engine housing tool (3), the principal difference being that the shaft has a flange on the end which is bolted to the crankshaft flange.



Cutting Bearing Fillets

An expanding tapered jig and drill table vise hold connecting rods in place while milling cutter machines fillets on connecting rod bearings. Time required: both sides of two bearings, 5 minutes.

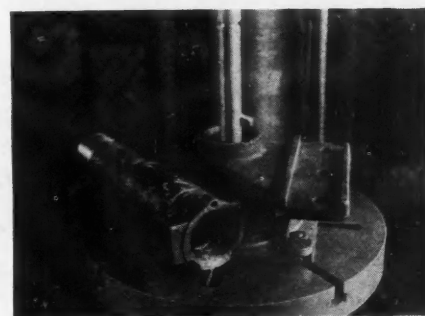
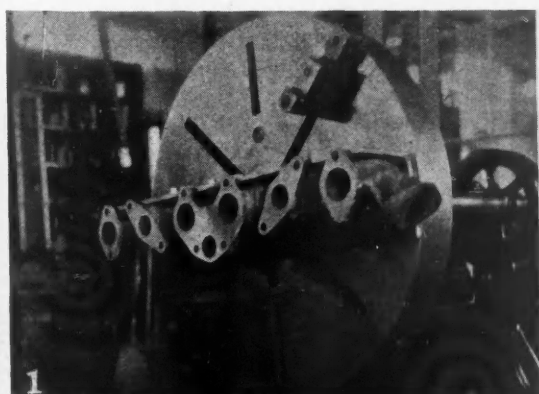
The jig, a simple cone-shaped turning from

bar stock, is placed in the center hole in the table of a large vertical drill. Two tapered half-cups are placed over the cone and shim stock used to bush to bearing size. After the rod is placed over the jig the tapered halves are driven down in place by hammer and drift locking the bearing in place. The vise is then tightened for additional support.

Machining Manifolds

Exhaust manifolds are mounted on the face plate of a lathe and the flanges are trued by light cuts.

A heavy angle forms the jig for mounting on the face plate. Holes are drilled in the horizontal side of the angle to match holes in the manifold and it is suspended by cap screws.



Boring Steering Gear

Restoring a steering gear housing to further usefulness is so simple that the work is done by a machinist apprentice. A jig holds the housing in place on the table of a vertical drill. The housing is bored, the sleeve inserted and finish bored in a total of 2½ hours.

WHY DO MECHANICS

West Coast Operators Asking Themselves
This Question Sought the Answer, Uncovered It and Found That Something Could
Be Done to "Keep Mechanics at Home"

GENERALLY speaking, the success of an organization can be gaged by its ability to hold its employees. Nothing is more wasteful than mechanic turnover; that steady stream of mechanics going into and leaving service shops. It takes time to train men—to familiarize them with shop routine and with the use of various kinds of shop equipment and tools. And time represents productive hours; a considerable factor in high operating costs.

We all know that high turnover costs money, and that it is much higher than it should be, but we are not all familiar with the causes. Perhaps if we could answer the question asked above, "Why do mechanics leave home?" much could be done to remedy the condition.

In an effort to determine the causes, we found, after a survey of shops on the West Coast, that the chief reason for the heavy turnover of automotive mechanics could properly be placed at the door of employers. To be specific, we found that a large number of mechanics were preparing themselves through study for professional work in other fields, such as accounting, law, business, salesmanship, etc. This, of course, is a natural and commendable characteristic of an ambitious man, and is not to be deprecated, but it does not help the shop turnover situation. Shop superintendents can do two things about it. First, determine when selecting an applicant whether the job is sought merely as a means to an end—a temporary job satisfactory until the applicant is prepared to enter another field. To take in a man with such intentions is expensive; he is a liability, wasting the firm's time and money in needless training. There is another type of mechanic, however, whose original intention it was to stick in the industry, who also is preparing for pursuits in other fields,

By E. C. WOOD
Transportation Superintendent of Pacific Gas & Electric Co., San Francisco, Calif.

A Dozen Reasons Why Mechanics Knock Off

- (1) Arbitrary Limitation of Salary.
- (2) No Incentive Wage and Promotion Plan.
- (3) Lack of Personal Contact Between Executive and Employee.
- (4) Absence of Sufficient and Proper Tools.
- (5) Untidy and Poor Shop Condition.
- (6) Poor Fellowship.
- (7) General Disinterestedness and Discontent.
- (8) Unnecessary Heavy Lift Jobs.
- (9) Disrespect.
- (10) Unfairness.
- (11) Intolerance.
- (12) Inability to Get Men to Pull Together.

but only because he found conditions in his chosen vocation unsatisfactory. Employers can do something about such situations by making an effort to eliminate the elements that make his job unsatisfactory. These are mostly controllable elements, and they are many. Here are some: arbitrary limitation of salary; no incentive wage and promotion plan; lack of personal contact between executive and employee; absence of sufficient and proper tools; untidy and poor shop conditions; poor fellowship; general disinterestedness and discontent; executive inability to get men to pull together; arduous and unnecessary heavy lift

jobs; disrespect; unfairness and intolerance, etc.

It is within the power of the wise superintendent to reduce greatly this costly replacement

stream with certain definite measures such as proper selection of men; through training; planning proper shop procedure; equipping the shop with proper tools, and maintaining personnel interest and morale. While these factors represent sound rules of efficient organization, capable superintendents in addition must have an appreciation of human nature, must have a knowledge of manpower and understand the psychology of men working together in organization.

Unfortunately, employment is too often based on only a cursory examination of past record, experience, general appearance and ability of the applicant to express himself. The obvious thing to do, and the course which we pursue, is to take every care to scrutinize the past records of all applicants thoroughly. Not only do carelessly selected mechanics turn over rapidly, but during their short stay they are liable to irremediably damage an expensive piece of equipment. The call today is for a more highly developed type of mechanic, a man who not only performs his regular duties to the best of his ability, but one who also does things in addition to his specified duties if they advance the interests of his employer. Care at time of selection will assure the procuring of this type of man.

Another point to remember is that economical maintenance is based on inspections, adjustments and repairs being done in the shortest possible time, and that success here is greatly dependent on the character of the shop personnel, which brings us to the observation that the best mechanical help is always the cheapest in the end. When selecting applicants, it should also be borne in mind that vacancies



“LEAVE HOME?”



WHY DO MECHANICS "LEAVE HOME?"

for higher positions should be filled within the organization.

The next step is to take the accepted applicant in tow and acquaint him thoroughly with the policies of the company, instruct him as to his work and shop procedure in general and keep in intimate touch with him until he is fully familiar with all the requirements of his job. Instruction should not cease after a few weeks, but should be continued permanently, and this applies to the entire staff. Teaching is the most effective means of maintaining interest and building up morale. This brings me to what I consider a fundamental condition for success in shop management—a contented and harmoniously working personnel.

The average man is loyal and anxious to respond to the right kind of leadership. With proper supervision, which presupposes an understanding of how to get men to pull together, this human characteristic can be capitalized. As I mentioned before, teaching is the most effective way of attaining this, together with close personal contact, and group meetings, where the men have an opportunity to air their troubles. Both men and management benefit by the intimate round-robin intimacies that ensue. Such relations create an impression of sympathetic appreciation of the men's troubles and grievances and give the management an opportunity to explain situations that otherwise might create mistaken ideas and lead to unwarranted discontent. Moreover, these man-to-man talks in the open instill confidence and give all a feeling of proprietorship and personal interest in the company welfare. Another very important touch in superintendent relations with the men, and which is woefully absent in some establishments, is the personal touch, little amenities and courtesies. Do not ignore the human touch—the friendly gesture. Disregard of these things often builds itself into a condition that brings real disaster to an organization.

● Just Horse-Sense ●

To keep up interest just means the application of common horse-sense; the ways are many and diverse. This may require some effort on the part of the superintendent, but after all that is a part of his duties—an important part. He must constantly out-think his men and keep them catching up to him because it is a trait of hu-

man nature to respect the man who knows as much or more than those beneath him.

Interest might be injected by playing on the reduction of repair cost; what can be done about gas consumption increase; amount of payroll; what reductions were made in tire cost, and other similar problems. The point is to keep thinking and starting new things—the men will try to keep up with them. After all, the difference between ordinary doing of work and increased efficiency is the difference in the initiative the men exert. The way to get this initiative is to simulate reaction.

● Creating Interest ●

An opportunity for creating interest in actual work also presents itself to the wise superintendent with a capable staff of well-selected men. Mechanics given a chance to exercise their own initiative and skill and allowed to take the responsibility of their work, do their jobs better and like their work more.

Progressive promotion from the ranks is another essential factor in perpetuating interest and besides has a splendid effect on the morale of the organization. So that such promotions are extended where merited and to prevent any possible ill will, an analysis of each man's work is very necessary.

Last of all, remember that satisfactory relations can only be perpetuated by continuous attention to the principles outlined. Success in building up a smooth-working organization does not mean that the superintendent can shut himself up in his office and proceed to forget all about it. He must keep constantly after his most valuable asset, personal contact—never let up. To keep the respect of his men he must be fair and square in his dealings, tolerant, and sympathetic. Finally, the superintendent should always bear in mind that if the members of his organization know he is looking after their interests, he will get their cooperation, save his company money and himself a lot of trouble. With a happy, contented personnel, a superintendent can obtain results, which means: Less cost per mile.

Constant seeking of new plans; vacation schedules; premiums upon length of service; advancement both in pay and in the organization, and a pension plan, are powerful factors in making permanency in your shop staff and big dividends in efficient work.

Pleasant working environment and proper shop equipment are other elements that help mechanics to like and to stick to their jobs. A bright, clean

shop keeps mechanics mentally alert and increases their productiveness. If the shop is a clean, orderly place, all of the men will be interested. On the other hand, if parts of trucks are scattered all over a dirty floor in puddles of grease, with some on tool-covered benches, men become careless and do slovenly work. While all companies cannot afford to redesign their shops along modern lines, they can keep them clean and tidy, and by so doing create a favorable mental attitude of the men toward their work.

Proper tools and their proper use play an important part in the satisfied and contented life of a mechanic. It is not a rare circumstance that finds a man reputed to be a good mechanic proving to be a failure due to the lack of sufficient and proper tools. Tool equipment, as a matter of fact, should be such that the skill of the mechanic is no longer the most important factor in the time required for the job. Tools should be as simple as possible, and their installation should be followed up by careful instruction as to the purpose for which they are intended and the method of applying them to the best of advantage. Even an experienced mechanic cannot always see at a glance how a tool which is new to him is to be applied. If he is not instructed, he will rely on old time-consuming methods with the eventual penalty of being dismissed for slowness. Not only proper tools, but proper instruction is the responsibility of the management. Besides proper tools, managements looking toward betterment of working conditions for its men will furnish special equipment designed to relieve its men from needless exertion in handling parts. Easing fatiguing jobs by mechanical devices puts men in a better mettle for efficient work on the finer operations and expedites operations generally.

SALESMEN TO SELL MUST HAVE TRUCKS TO SHOW

CONTINUED FROM PAGE 19

model I want I guess I'll just have to forget about it."

With that he picked up his hat and started to walk out, very apparently annoyed over the way we had misled him.

"Just a moment, sir," the sales manager hastily cried, lovingly grasping the prospect by the elbow. "If I arrange to get this truck from the other branch will you hold off making your decision until we get it here?"

"How long will that take?" the customer asked.

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WILL TRUCKS SOON BE SOLD WITH SERVICE INSURANCE?

The ideas expressed in this article are those of a man connected with one of the leading heavy-duty truck companies. He wishes his identity to remain unrevealed, fearing that should the name of his employer become known an undesired degree of probability would be attached to his purely speculative remarks. The ideas are novel and may stir the imagination of readers, who, if they have additional thoughts on the subject, will find their contributions welcomed by the editor.

“A SALESMAN’S dream” of the time when truck manufacturers will sell their vehicles with a yearly guarantee against any and all repairs was visioned by a truck salesman, at a recent meeting of the Automotive Service Association of New York. While admittedly still in the dream stage and lacking in the solution of a number of details, the plan was presented in such form that considerable interest appears to be aroused in its possibilities.

Briefly, the plan is practically a factory operated, one-year insurance policy against collision, accident, breakdown and fire. The financing of this could be handled either by the factory direct or through a recognized insurance company. The cost would be added to the sale price of the truck or of the fleet, and would give the purchaser one year’s operation of the vehicle with the assurance that he would have, during the year, no maintenance costs.

At the end of the first year the factory could, for a set sum, renew the guarantee for a second period and so on for the normal length of life of the vehicles. Whether it would be necessary for periodical inspection, before renewal of the policy, is one of the details which has not yet been worked out.



Under this insurance the manufacturers would perform all repairs and maintenance services for the purchaser without any additional cost to the purchaser. Rates would have to be worked out, of course, for various types of operations, inasmuch as the risk is much greater in some cases than in others. A fleet of milk delivery trucks, for example, which normally operate over fixed routes on improved roads and during hours of light traffic, would have a lower rate for this factory maintenance insurance than would a fleet of public haulers or intercity trucks.

In presenting this plan, it was pointed out that many of the manufacturers maintain their own service branches at scattered points throughout the country. These branches obviously carry a certain amount of irreducible overhead. Under the present

conditions, where the branches perform only occasional service or maintenance operations, the overhead charged to any particular job is quite prone to be inequitably heavy. If, however, the manufacturer could be assured, through such an insurance plan, of a certain minimum amount of work per year, servicing all the units he has sold during the previous year, he could schedule his work to a certain extent, assuring his branches of a steady volume of work, and distribute his overhead more equitably. The plan would probably work out, so that all the branches would work 24 hours a day with a

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TIMKEN HIGH TRACTION DIFFERENTIAL

NEW MODELS

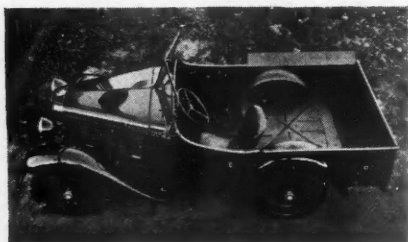
TIMKEN-DETROIT AXLE CO. has extended its line of axles by adding four groups of products in which a series of dead—or trailer—axles and a new type of differential are included. So far as possible, axle parts, wheels, hubs, brakes, etc., are interchangeable with present designs.

One of the new units is a smaller tandem four-wheel drive assembly for six-wheel trucks, designated SW 75, which is designed for gross load of 16,000 lb. It embodies two worm-drive axles connected together, and to the frame, by inverted semi-elliptic springs, rather than through load equalizing beams as in the larger SW units. Ends of the springs bear upon pads on the axles and are free to slide. Provision is made for two sets of radius rods beneath the springs and these are carried to a frame cross member at the spring center position if such a cross member be provided. Torque is taken through two other rods above the axles, as in the larger SW axles. (Top fig., page 37.)

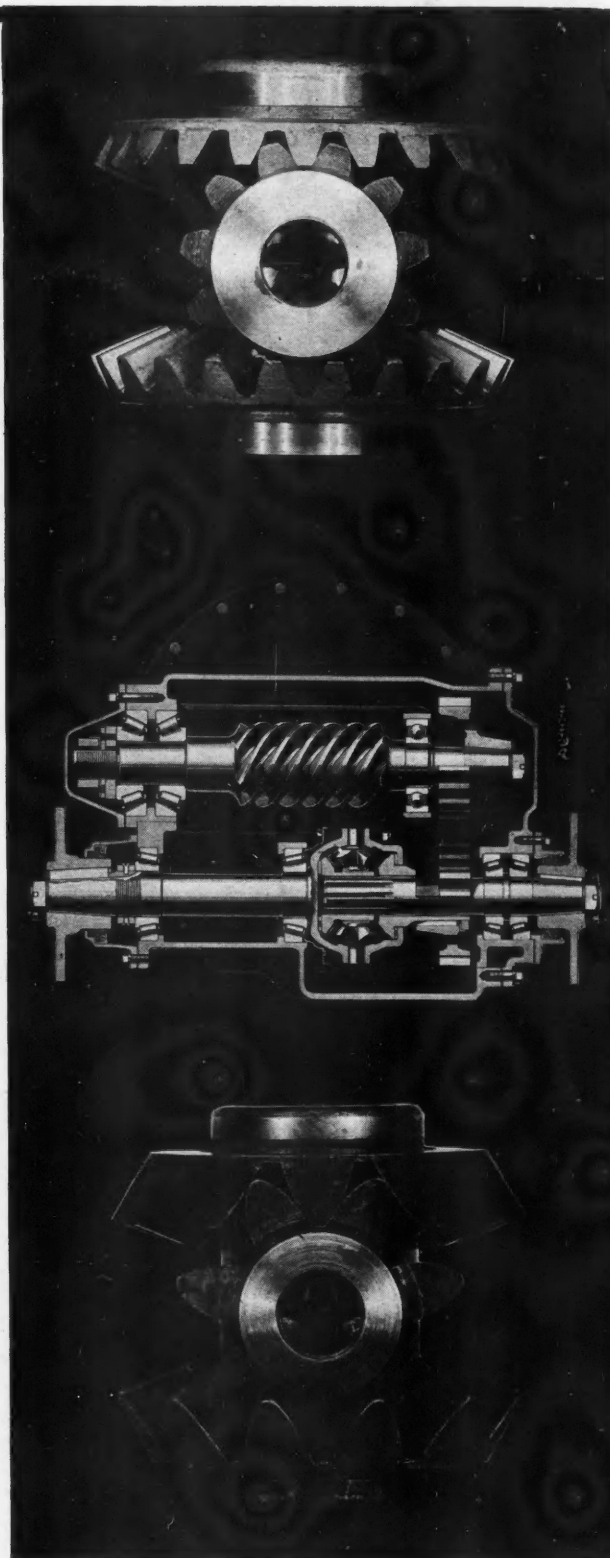
The two-wheel drive, four-wheel units are intended for service on first-class roads in level country where greater load carrying ability is desired. General construction is similar to the SW 75 unit including the semi-elliptic interconnecting springs. The driving axle is a standard Timken 50000 series bevel gear drive rear axle with a series 80000 Timken dead axle at the rear. This type of unit is also available with a worm type driving axle, a single ended SW axle being used, and the 80000 trailer axle, in which case SW series load equalizing beams are employed. Double reduction gear drive is also available in the driving axle.

Timken series 80000 trailer axles are offered in several capacities for use in combination as four-wheel units, shown in bottom fig., page 37, for four-wheel semi-trailers and six-wheel trailers or separately for two-wheel semi-trailers. The four-wheel units, which are self-contained, embody two trailer axles with brakes and load-equalizing beams and are interchangeable with companion sizes of SW four-wheel units.

A new type of differential, which the company has named "High Traction," is offered as an inter-axle differential in tandem axles units for six-wheel trucks and also in place of the conventional differential in several standard axles. This new differential is designed to automatically compensate for loss of traction,



Austin equipped with a new $\frac{1}{4}$ - ton pick-up body. Built of metal the body has a raised floor over the rear axle, wheel houses, flares and tail - gate

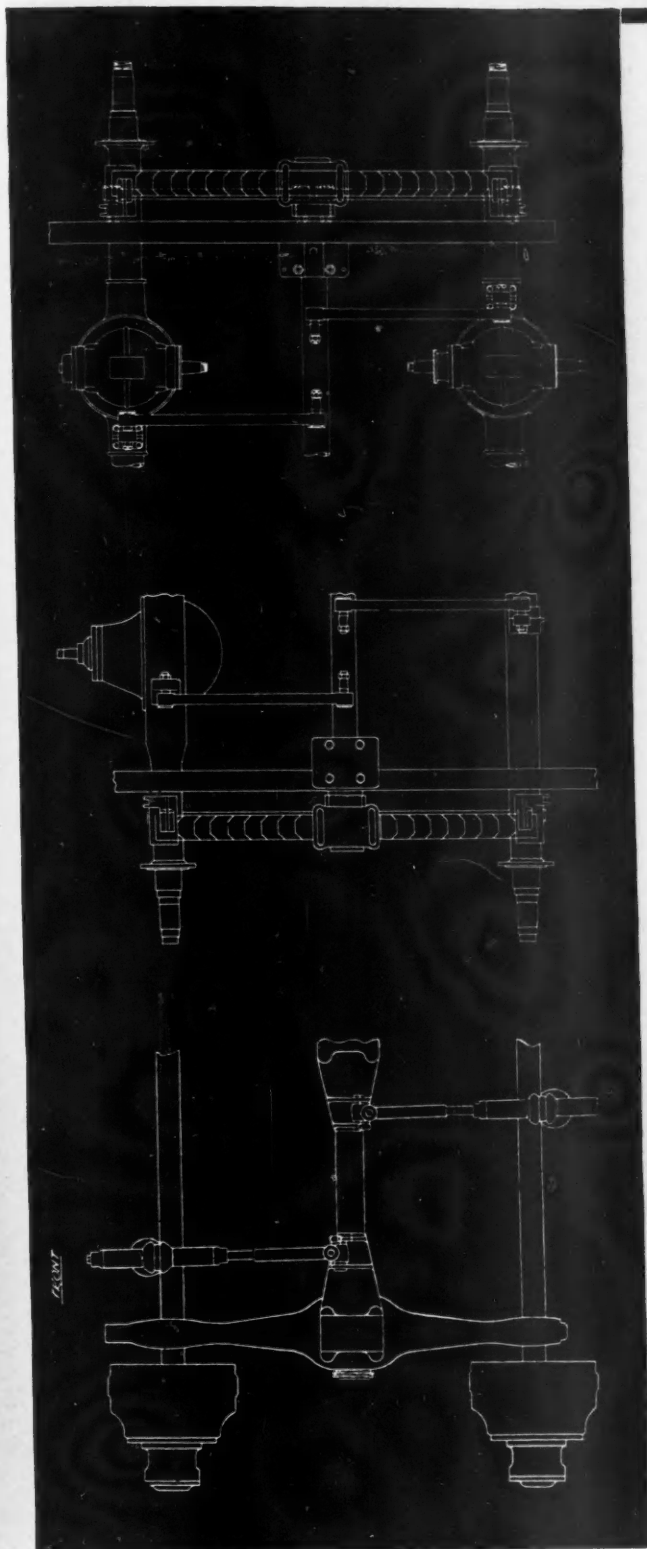


The inter-axle differential center is placed in a driveshaft extending through the drive unit and driving the worm shaft by straight spur gears

The new "High Traction" differential at bottom has less teeth and longer and wider teeth in its gears than the conventional differential at top

ON PARADE

TIMKEN DEAD AND LIVE TANDEM AXLES



Top—The SW 75 tandem axle unit for lighter six-wheelers embodies two semi-elliptic springs with sliding ends. Center—The SBT 75 series is made up of one driving and one dead axle. Above—Tandem axle trailer units are like the SW 4-wheel drive units except for use of dead axles

on one axle in a tandem axle unit or on one wheel in a single axle, by transmitting additional power to the other axle or wheel.

Gears of the new differential are made with less teeth than a conventional differential and the individual teeth are much longer and heavier. As a result of this construction more torque is transferred to one side of the differential than the other under certain conditions.

When the SW tandem axle units are furnished with the "High Traction" differential between axles the forward axle is supplied with a wormshaft driven by spur gear from a powershaft carrying the differential, as shown in center fig., page 36. Due to the counter-clockwise rotation of this shaft a left-hand thread worm and worm wheel must be used in this axle.

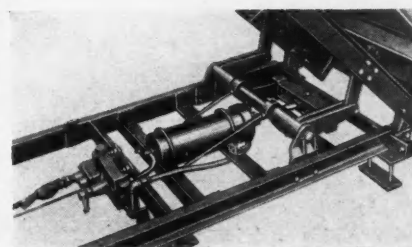
Most of the units of the Timken SWD series axles, as this series is known, are interchangeable with the standard SW line, this including axle housings, shafts, bearings, etc.

Inter-axle differentials are at present offered only on worm drive tandem axle units, although it is expected that double reduction type axles will be made available with inter-axle differentials shortly.

Perfection Hydraulic Hoist for Fords and Chevrolets

◆ The Perfection Steel Body Co., Galion, Ohio, is offering a new heavy-duty hydraulic hoist for Fords and Chevrolets with a complete line of steel bodies. A feature of the hoist, which is ruggedly constructed, is a "Cushion Drop" mechanism or automatic control which drops the body, full or empty, rapidly to the riding position without slamming the frame. The hydraulic cushion action takes place when the body frame comes within several inches of the chassis frame. The hoist raises the load to 50 deg. in less than four seconds and returns it by controlled gravity to any intermediate position. An automatic safety valve mechanism holds the body in case of power failure or accidental releasing of power clutch.

Close-up of the lifting mechanism of the Perfection hydraulic hoist for Ford or Chevrolet. Note the pump, cylinder and construction of lift



DODGE + + + WOOD + + + FAGEOL



Dodge-DeKalb Stop-Go unit

Dodge and DeKalb Offer House-to-House Model

◆ Dodge Bros. has added a house-to-house delivery vehicle to its line. It is a 1½-ton 4-cylinder unit equipped with a DeKalb Step-Go body and priced at \$1,170. The vehicle is also available with a six cylinder engine.

The vehicle is controlled by a single pedal which when pressed to the floor releases the brakes and engages the clutch moving the vehicle forward in a previously arranged speed. Shift to other gear speeds is accomplished by a partial movement of this pedal. Releasing the clutch and applying the brake is one automatic action; the operator need only remove his foot from the control pedal. This automatic action is accomplished by a specially designed set of springs. While not for use under ordinary circumstances, an auxiliary brake pedal is also provided for use in emergencies.

The body made by the DeKalb Wagon Co., DeKalb, Ill., has a solid oak frame and is panelled with Met-L-Wood having steel on both sides. The roof is covered with white duck and the matched ceiling is fastened with screws. A solid rear panel with look-out windows or double doors are optional. Load space within the body is 59 in. wide, 80 in. long and 56 in. high. The driver's pit is 72 in. high. Equipment includes dome light, rear vision mirror, windshield wiper, nickel-plated hardware, tire carrier and rear bumper.

Fuller Adds 3-Speed Herringbone Auxiliary

◆ Fuller & Sons Mfg. Co., Milwaukee, is offering a new heavy duty three speed auxiliary transmission which provides a reduction, direct drive and overdrive by means of con-

stant mesh herringbone gears and gear type clutches. This auxiliary is designed to be used with a regular unit mounted four speed transmission on trucks and tractors of 5 ton capacity and more.

The corresponding four speed gear-set is the Fuller MHU which replaces the former Model HU. This transmission is designed for 5 to 7½ ton trucks with engines up to 638 cu. in. displacement, six cylinder and 575 cu. in. four cylinder. These engine limits are slightly higher when the transmission is used with the auxiliary set.

The auxiliary, named Model AY, has ratio of .77:1 in overdrive, direct drive and 1.99:1 reduction. Ratios of the MHU are 6.3, 3.2, 1.7 and direct. The combination gives a range from 12.48:1 with both sets in low to .77:1 in overdrive and working through a rear axle reduction of 8.00:1 the final reduction would be from 99.84:1 to 6.16:1.

All gears and shafts of the auxiliary are made of 3½ per cent nickel steel, case hardened, the case is of nickel cast iron and ball bearings are used throughout. Control has been arranged for mounting on the rear end of the main transmission if desired. A large S.A.E. takeoff opening and an internal type speedometer drive are provided.

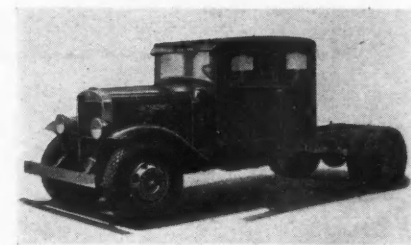
Schacht Puts Out New 10-Ton Tractor Truck

◆ A new 10-ton tractor truck, designated as Model TRH, has just been added to the line of LeBlond-Schacht Truck Co., Cincinnati. This new unit offered in three standard wheelbases, 148, 168 and 174 in., is powered with a Hercules six-cylinder

A PARADE OF THE

4½ x 4¾ in. engine, developing 103 hp. at 2200 r.p.m. This model is also available with a Waukesha six. Engine accessories include a Hall-Winslow oil filter and Monarch governor. The engine is mounted in unit with a multiple disk clutch and a 5-speed transmission. Electrical equipment is furnished by Auto-Lite and carburetion by Zenith.

Final drive is through a Timken full-floating bevel axle having a gear



Le Blond-Schacht tractor uses Hercules or Waukesha engines

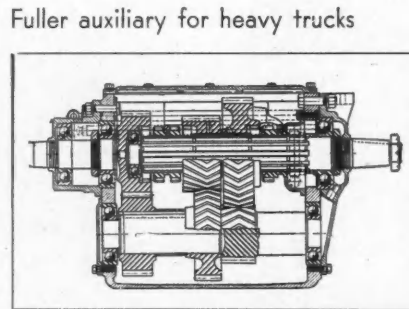
ratio of 7 4/5 to 1. The braking system comprises four wheel hydraulics, actuated by a booster, for service and a four-shoe Tru-Stop disk mounted in back of the transmission for parking. The frame, 7 x 3 x ¼ in., is pressed steel reinforced with 9-in. fish plates, ¼ in. thick. Budd disk wheels with 9.00/20 balloons, duals in rear are standard equipment and 9.75/20 tires are optional at extra cost. In addition to a 28-gal. tank under the seat an auxiliary tank of 35 gal. is mounted on side of the frame. When sleeper cab is furnished a 100-gal. tank can be mounted in cab at extra cost.

Equipment includes lights, mirror, air-cleaner, side splash plates, speedometer, temperature indicator, electric horn and extra Budd wheel.

Fageol Lightens New 10-Tonner With Aluminum

◆ Fageol Motors Co., Oakland, Calif., has developed a 10-ton six wheeler in which use of aluminum alloy brought about a saving of 2900 lb. in chassis weight, of which 960 lb. was saved in unsprung weight.

Design of the truck as a whole is based upon a previous model in which most parts, which are made of alu-

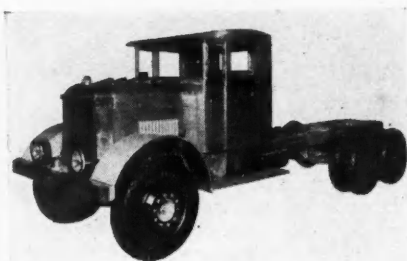


Fuller auxiliary for heavy trucks

SCHACHT + + + HUG + + + FULLER.

LATEST MODELS

minum alloy in the new model, were made of steel. In working out the design of parts made of aluminum alloy Fageol engineers enjoyed the co-operation of the Aluminum Co. of America. In no case where aluminum was substituted for steel was the safety factor decreased. These factors were calculated from actual tests of parts and it was found necessary to increase sections by an average of 50 per cent where aluminum alloy was



Aluminum alloys saved 2900 lb. in weight of Fageol truck

used. All joints between aluminum members are made of heat treated bolts, although riveting can be used.

Development of the aluminum chassis started about a year ago and the job was ready for testing last fall. Preliminary testing was with a load of 22,000 lb. of steel bars and the chassis was then put in regular service and has covered approximately 35,000 miles.

Larger parts made of aluminum alloys include: axle housings, frame side rails, radius rods, rear hubs, spring brackets, rear and center cross members, hood panels, fenders, running boards and cab frame angles.

Wood Hydraulic Brings Out Three-Way Dump

◆ A new three-way hoist and dump body for any type truck chassis was recently introduced by the Wood Hydraulic Hoist & Body Co., Detroit. It is offered in three models of 5, 10 and 20 tons capacity.

The hoist is of the single-unit hydraulic type, consisting of a four-section telescopic cylinder with an oil pump and reserve tank built in. This cylinder, mounted on double trunnions, applies lifting power direct to the

body center through another trunnion. When the body is all the way up it stops automatically because the oil is by-passed through a port in the inner cylinder wall and returned to the oil pump. This prevents the building up of excess oil pressure within the hoist. The cylinder sections are of double wall construction, which besides increasing strength serves as the return channel for oil after hoisting height is attained. A ball check valve holds the body at any angle in any position. The hoist operates while the truck is moving or standing, as required for spreading material.

Side gates of the body are made of 8-gage steel reinforced by full-length steel torque tubes and vertical braces. All are flanged at the top to withstand hard blows. As the body elevates, the side gate at the lower side opens automatically by gravity, the fall being cushioned by an air plunger. Gates automatically close when the body returns to its normal riding position.

Tailgates are either single or double acting, as desired. The automatic double-acting tailgate opens and closes with the action of the body. A lowering tailgate, leaving no tailgate posts in upright position, leaving a flat unobstructed body floor the full length of the body and gate may be furnished. Side gates, lowering flush with the body and with concealed side posts, can be furnished with the tailgate, giving a platform type of body.

Hug Builds 15-Ton Unit For Severe Quarry Work

◆ A new heavy duty 15-ton, six-wheel truck, designated as the Model 99 Hug Roadbuilder and de-

Wood three-way hydraulic hoist



Hug 15-ton job on cushion tires

signed especially to meet the severe conditions of operation in a quarry is announced by the Hug Co., Highland, Ill. This new model embodies the set-back front axle design, the Hug front spring rocker construction, a new method of front end spring suspension designed to prevent stresses and twists from being transmitted to frame and cab when traveling over uneven ground, and the Hug Multi-Cushion Triple Compensating rear springs. The spring rocker construction was described in the March issue of *COMMERCIAL CAR JOURNAL*.

The new model is powered by a Buda heavy duty six-cylinder, 4 $\frac{3}{4}$ x 6-in. engine, developing 126 hp. at 1850 r.p.m. It is equipped with a Brown-Lipe four-speed transmission and 3 speed auxiliary, making possible 12 speeds forward and three reverse and giving a total reduction in low gear of 139:1. An overdrive ratio of .747:1 with rear axle ratio of 10.26 to 1 provides an operating speed of approximately 30 m.p.h. Final drive is through a Wisconsin Model SD-410 double reduction tandem axle. Westinghouse air brakes on all six wheels are used for service braking while a 16-in. two-shoe Tru-Stop is supplied for emergency purposes.

The frame, which is made of 9 in. steel I-beams having reinforced tubular and channel cross members, is fitted with a channel front bumper and front tow hooks. Tire equipment consists of Overman heavy duty cushion tires, size 40 x 16 front and 36 x 8 rear.

The body of Model 99 is a 10-yd. specially designed quarry type body furnished by the Easton Car & Construction Co., Easton, Pa. Body bed is built of $\frac{3}{8}$ in. plate steel and has a reinforced false bottom of 3-in. oak sills and $\frac{1}{2}$ in. plate to absorb shocks caused by dumping heavy rocks. For specification details see table starting on page 61.

NEWS



Our Own Ear to the Ground Department

● Ford's competitors, we understand, are of the opinion that the new model will be a six-cylinder job. It was the one thing needed to confuse the Ford situation completely. For all prognosticators to remain free of the stigma of prevarication Ford must hold on to his four-cylinder model and bring out a new six, a new eight and a Diesel-engined truck. Which would give him the right to change his title to "leading exponent of mess production."

● It would seem that he is safest who contents himself with the observation that Ford will announce a new model. What may be considered further confirmation of this is the fact that Ford advertising copy is now being issued one piece at a time. Early in the year Ford advertising began with six pieces of copy.

● Since the partial list of new state truck weight and size restrictions was published in the July issue, requests for additional information have been piling in. We wish to inform all and sundry that (with the help of Mr. Armstrong, secretary of the Motor Vehicle Conference Committee, and our Mr. Crofoot) we will publish a complete list of restrictions in the September issue in the form of an insert. You will be able to tear it out and paste it on the wall or in your hat—if that's where you keep such things and it's large enough.

● Texas' new regulatory laws are so nasty to haul-for-hire operators that LaRue Brown, N.A.C.C. legal brains, was dispatched to the Lone Star (not that of Charity) state to look around, about and into. Object is to test the law.

● A prominent manufacturer is scratching his head over the details of an integral wheel and brake drum for motor trucks. In years past, more than one engineer has wondered why tires shouldn't be mounted on brake drums. The wonder may cease if there are no patent complications.

● Gumshoeing around, we learned what we wanted to know about Ever-ready Rustone, the new product of National Carbon Co. It is an organic

compound with an oil base which is entirely emulsified by a hush-hush method. It has the same anti-corrosive properties as the new Everready Prestone, so NCC now offers year-round anti-rust treatment.

● You may not care a hoot, but 67 per cent of the spark plugs used by farmers are replaced every year.

● Another Cinderella story. Paraffin wax, once considered a nawsty by-product of petroleum distillation, has been converted into a superior grade of lubricating oil.

● Now that the radial engine has proved so satisfactory in airplane performance, you may expect to hear talk of putting radial engines on the front, rear or under trucks. Additional, potent argument will be that it will help defeat present restrictions on overall length.

● Truckers soon may be hauling products packed in a new container. It's a can with tin top and bottom and cellophane sides. Good for dry eatments, but still unsuited for wet.

Automotive Flashes

Another Tiny Truck

Toby is the name of a new baby truck to be offered by a recently organized Delaware corporation, the Lee Tobin Corp. This new baby to be sold at \$450 and to carry 800 lb. will be powered with a Continental 4-cylinder 30-hp., 2 3/4 x 3 5/32-in. engine. It will have a total height of 62 in.; an overall length of 90 in.; a wheelbase of 60 in. and a track of 48 in. The truck will be assembled for the Tobin Corp. by the Selden-Hahn Truck Corp., Hamburg, Pa.

A Reciprocity Argument

Arguing that double registrations cause a loss to citizens which is more than twice as much as the additional revenues obtained by the states requiring them, Edw. S. Loomis, Secretary of the Truck Committee of the N.A.C.C., in several recent talks urged greater extension of reciprocal license agreement for vehicles operating in other states than those in which they originate.

A National Asset

In an article appearing in the July issue of the *National Sphere*, A. J. Brosseau showed that motor transport is a national asset. In his exposition he indicated need for thorough study of rail motor coordination by railroad managements and refuted charges that truck and bus competition is unfair, stating that nothing prevents railroads from entering the trucking business if they so desire.

Doubts Value of Rate Increase

Strong doubt was expressed at the Traffic Managers' meeting of the N.A.C.C. that the railroads' application for 15 per cent increase in freight rates would accomplish the desired result. It was felt that such an increase would react in favor of rail competitors. The meeting reviewed the possibilities of further rail operating economies as well as motor-rail coordination.

Keep Cool Right

The complete story of proper cooling system maintenance is carried in the 1931 edition of the *Annual Cooling System Servicing Manual* printed by the National Carbon Co., Inc., New York. Based on data accumulated over a long period of laboratory research work, the manual is designed to answer every question on the subject.

Railroad Goes Store-Door

After nearly two months' time the Chicago, Milwaukee, St. Paul and Pacific Railroad has decided to establish store-door delivery and pick-up service as a permanent shipping feature. This new shipping service, according to E. B. Finegan, traffic manager, has enabled the road to regain considerable traffic lost to motor competition.

A Five Buck Come-On

To induce new and used vehicle buyers to come back regularly for service some Chevrolet dealers now are offering \$5 and \$10 service agreements covering five lubrications and inspections, paid in advance. The \$10 contract includes motor oil changes.

G.M.T. Switches Agency

The advertising account of General Motors Truck Co., Pontiac, has been placed with Campbell-Ewald Co.

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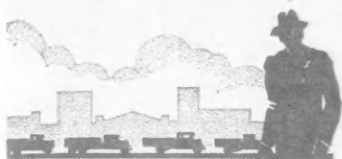


Caught in Quotes

New Year Shooters Every Night

● EDWARD F. BROWN, DIRECTOR OF THE NOISE ABATEMENT COMMISSION—"Of trucks examined in New York 86% had loose fenders and 71% rattling hoods; 75% of the chain drive trucks had badly adjusted chains; 57% of all trucks had loose sides; 43% had loose tail boards, running boards or squeaky brakes; 29% had loose license plates or other equip-

NEWS



ment, and 14% noisy rear doors, loads, transmissions, loose radiators, spare tires or side boards. New York is increasingly becoming a city of night trucking as there is so much traffic congestion during the day. If our patients are to get well in hospitals and if our citizens are to get enough sleep and quiet to keep healthy, truck owners must cooperate with the city by keeping their trucks in good condition. And if they don't cooperate voluntarily, they will be forced to."

America's Unsung Comfort Bringer

● M. L. PULCHER, PRESIDENT, FEDERAL MOTOR TRUCK CO.—"Motor haulage is today essential to the industrial, social and educational life of the nation. It is a definite factor in America's life. As in other forms of industry, the truck reduces overhead on farm and increases the margin of profit. City and country have been brought together, thus benefiting both farmers and city dwellers. To a great extent each class is offered the advantages enjoyed by the other."

Price Standards Bolster Wage Scales

● CALVIN COOLIDGE—"The wholesale cost of most commodities is principally the cost of labor. The wage scale of the country has held rather better than anything else, but if all other costs are reduced the pressure to reduce wages will be well nigh overwhelming. Profitable price standards are not a panacea, but they are an essential to wage scales and economic recovery."

Business Must Regain Public Confidence

● GEORGE H. MORIARTY, GENERAL MANAGER DURANT CO.—"If business men would quit impressing upon their employees and customers that times are bad, and get busy to build up their own business, then the trade of this country would far more quickly return to normalcy. Business must regain the confidence of the public and it is up to the individual business man to see that this happens."



Prosperity Notes

\$ Demand for American gasoline, domestic and foreign, in the last half of 1931 will be about 3.7 per cent greater than it was in the same period of last year, according to the American Petroleum Institute.

\$ For the first time this year, sales of General Motors exceeded those of the corresponding month last year. Sales in June were 103,303 as compared with 97,318 in June of last year.

\$ The tire business of the United States Rubber Co. for the first five months of this year showed a large increase over the business of the same period of a year ago.

\$ During first six months of this year Chevrolet fleet sales increased 9.4 per cent over the same period last year; 71 per cent over same period 1929 and within 2000 units of equaling figure for full year of 1929.

\$ Johns-Manville Corp. and subsidiaries report net profit for the second quarter of the current year of \$715,657 after all charges.

\$ Automotive stocks as of July 1 showed a strong recovery on the whole over the earlier 1931 trend of dropping prices. The July 1 average recovered nearly 3 points to 23.45.

\$ Sales of Diamond T trucks in June showed an increase of 25 per cent over June, 1930. E. J. Bush, the vice-president, expects the second half to register a 50 per cent gain over the first.

\$ Net profit of Perfect Circle Co. for six months ended June 30, 1931, is \$494,662. This compares with \$368,057 for the corresponding period last year.

\$ Pierce-Arrow Motor Car Co. and subsidiaries report net profit for the first half of the current year of \$421,711 after all charges.

\$ Net earnings of the Edw. G. Budd Mfg. Co. for the first half of the current year were \$130,565. This compares with the earnings for the whole of 1930 of \$20,691.

\$ Budd Wheel Co. reports net earnings for the second quarter of \$271,122 as compared with \$214,079 for the first quarter.

\$ Borg & Beck Co. report an increase of 40 per cent in sales for the first half of the current year as against the last half of 1930.

\$ Dividends paid by automotive manufacturers in June amounted to \$2,500,570 according to the Standard Statistics Co. of New York.

\$ Thermoid Co. reports sales for the second quarter of 1931 as 65 per cent greater than the first quarter of the present year.

\$ Perfect Circle sales in June, 43 per cent greater than June a year ago, were the largest in the company's history.



The Overload

A collection of items—interesting even when not news—and garaged here because there's no other place for such morsels.

The Perfect Reader Isn't

The title of "Reader-in-chief-of-every-word" is still open. Last month we challenged Philip Podren, Mattapan, Mass., to prove his claim that he reads every word of every issue of Commercial Car Journal by answering our doubts expressed in small type.

We have no answer. Is it possible that our faithful reader is away on vacation, or sick or——? Perish the doubt.

The Goblins'll Get You

Eskimos and Indians ran for cover when the first truck rambled along the shores of Hudson Bay, Canada, recently. It is being used to freight supplies from the Roman Catholic Mission in Churchill, Canada's most northerly seaport, to missions along the shores of the Bay.

Unsung Drivers

Imagine starting and stopping on grades ranging from seven to 25 per cent and shifting gears while climbing and descending. Think also about stopping on a 20 per cent grade with hand OR foot brake. These and many other tests were set up for trucks for the U. S. Forestry Service in Oregon. GMT trucks to the number of 49 were ordered. The names of the drivers who put the trucks through the ordeal were not disclosed. They rate medals.

Degrees

A survey made in Gotham reveals that college-trained engineers, chemists and other technicians start their careers at lower wages than do truck drivers. Jokesmiths (vodvil, talkie and comic strip), please note.

Eight Hundred Turns

The "High Traction" differential, pictured and talked about on page 36, was used in the cars coming in first and second in the 500-mile classic at Indianapolis on May 30. Averaging almost 100 m.p.h. two hundred times around a course with four right-angle turns is no vacation for any piece of machinery.

Exposures!

A. Burdet Crofoot, who did an editorial Paul Revere last month (Laws of 1931 Measure Trucks for a Tighter Fit), points out that Chinamen are accustomed to reading backwards but not standing on their heads. The "chicken tracks" labeled "Funny, But Not So Clean," last month were upside down.

But we know the translation. It is the form by which a finance company in Shanghai, China, reminds a dollar-down-dollar-a-week purchaser that a monthly payment is due.

TURN TO PAGE 42, PLEASE

C. C. J. NEWS

Automotive Flashes

CONTINUED FROM PAGE 40

A Way to Easy Cash

Lempco Products, Inc., Bedford, Ohio, is seeking a trade name for its new patented axle shaft and is willing to pay \$500 in prize money for suggestions. Starting with \$100 for first prize, 70 additional prizes are provided for runners up.

Wheeler-Schebler Moves

Manufacturing operations of the Wheeler-Schebler Carburetor Co., subsidiary of the Marvel Carburetor Co., are being moved to Flint.

Giving Brakes the Air

Danger of overheated brakes and tires on trucks is claimed to be reduced to a minimum by a new "air blast" brake drum recently introduced by the Gunito Corp., Rockford, Ill. Radial ribs or fins cast in the inside back face of the brake drum are covered with a thin plate, forming a centrifugal fan that draws air in through small holes at its smallest diameter and blows it between the drum and lining over the shoes and upon the tires.

Display and Instruction

Chevrolet, besides establishing a permanent truck display comprising 33 types of commercial transportation units at 5800 Woodward Ave., Detroit, has also organized a school in these quarters which will be conducted every day of the week for the instruction of dealer salesmen in the problems of modern commercial transportation.

Transportation Meeting Date

The National Transportation Meeting of the S.A.E. will be held at the Shoreham Hotel, Washington, October 27 to 29, inclusive. This change from the original date was made to avoid conflicting with the meeting of the American Petroleum Institute to be held in Chicago November 10 to 12.

Wet Brakes Now Out

A rubber brake shield, designed to make internal brakes water and dirt-proof, has been introduced by the General Tire & Rubber Co. By serving as a barrier to water it is said to prevent frozen brakes, slipping or dragging brakes, scored drums and provide more uniform braking.

European Recognition

European railroad companies, unlike American, show a growing appreciation of the advantages of motor transportation. According to John V. Lawrence of the N.A.C.C., they show a marked tendency to supplement their facilities with bus and truck equipment.

Hyphenates Drum Name

As the result of an agreement between the Berkley Mfg. Co., New York City, and the Bossert Corp. of Utica, N. Y., brake drums sold by the Berkley Co. will now be known as the Berkley-Bossert product.

August, 1931



Personnel Changes

★David E. Ross, Purdue University benefactor, has been elected president of the Ross Gear & Tool Co. to succeed Edw. A. Ross, who died suddenly in London. The new president is the inventor of the Ross gear.

★Milton Holmes, well-known automotive executive, has been appointed general truck sales manager of the Reo Motor Car Co. Since 1915, Mr. Holmes has been associated with the following companies in executive capacities: Republic, Transport, Commerce, Federal and Reo.

★Norman F. Kimball, formerly advertising manager, has been promoted to assistant to F. R. Van Rensselaer, vice-president in charge of sales of the American-LaFrance & Foamite Corp. T. O. Young succeeds him as advertising manager.

★J. M. Hannon is now advertising manager of the Eisemann Magneto Corp.

★Harry F. Levett, for three years associated with the export department of the Federal Motor Truck Co., is returning to South Africa to rejoin Messrs. Levett, Ltd., of Cape Town.

★L. D. Mead, automotive engineer since the early period of the automobile, has been appointed chief engineer of the Divco-Detroit Corp., makers of house-to-house delivery vehicles.

★Morris Scheinfeld, well known as secretary of the Philadelphia Boosters' Club, has been appointed sales manager of the Radvill Oil Co., Inc.

★Henry Kennady, old-timer of 1908 vintage, has been appointed Omaha district manager for Graham cars and Paige commercial cars.

★W. T. Palmer, capable, has been promoted to the position of manager of the Replacements and Equipment Divisions of the Russell Mfg. Co., makers of Rusco products.

★L. D. Tuttle, formerly with Van Norman, now represents the Stanley Electric Tool Co., operating out of Atlanta, Ga.

★A. E. Young and George S. Sarver, representatives, and R. H. Casler, field engineer, have been named associates of R. L. Morrison, district sales manager of Bendix-Westinghouse Automotive Air Brake Co.

★Harry S. Harper, conspicuous automotive figure, has been slated to head the sales organization of the Willys-Overland Co. again as successor of George M. Graham, resigned. Mr. Harper originally joined the Willys company in 1911, leaving in 1920 to join Studebaker.

C. C. J. NEWS

★O. J. Paul, advanced, steps from the office of Kansas City region manager to manager of the Chicago region. He is succeeded in Kansas City by C. E. Warner, formerly New York City sales representative.

★J. A. Kiggen, Jr., man of the hour, heads White's newly created coach division as sales manager with headquarters in Cleveland. Mr. Kiggen for the last two years has been New York State manager.

The Overload

CONTINUED FROM PAGE 41

Exposures I

Our prediction last month of automatic starting provoked a quarter of a peck of ha ha's among some of the old-timers. It seems that the Chalmers, Franklin, Scripps-Booth and Regal pre-war cars had starters which were controlled by ignition switches. Yes, they were non-stalling, too.

Keep Off

Ohio public utility commissioners started something new recently when they denied two applications for operation of common carrier trucks over a congested main route, U. S. Highway 20. Simply because the route is congested.

With Thanks

Right heartily do we express our appreciation of the kindness of Mr. W. Lambdin, art director, Franklin Printing Co., Philadelphia, for lending us his personal copy of the Horter etching of the Autocar plant which graces page thirteen of this issue.

More Repercussions

Add to the names of two former newspapermen who consider the new news section of C.C.J. the nerts that of one Steve Bryce, publicity manager, National Automobile Chamber of Commerce. He, who certainly is entitled to speak of such matters, threatens to become "more effusive in his praise" if ye editor visits New York.

The truck rating discussion in pages of C.C.J. brings about repercussions pleasing to editorial ears. We mention two. E. G. Bern, Mack branch manager in Chicago, saith that we "are on the right track to do the truck industry a world of good." We take a curtain bow. The White Co. is spending much gold coin on ads which capitalize on the interest aroused in truck ratings. Another curtain bow.

Technological Unemployment

A. F. Denham, creator of MacAndrews, the information craver (his, Denham's, official title appears on page three), is suffering from what the M.D.s call streptococcal infection. [This spelling while obtained from sources believed to be reliable is not guaranteed.] He expects to be back in the office shortly.

Sell Truck Equipment

Chautauqua County, N. Y., must be a heaven for dealers in non-skid chains, windshield cleaners, cab heaters and snow plows. The county superintendent of highways, S. E. Fitch, told the Road-builders that the average annual snowfall in his county is 91 in. There is more. This figure is for the area outside the snow belt. Three to four times as much falls in the snow belt. A fine vacation item?

Taxes, Taxes, Taxes

Taxes levied on motor vehicles in the United States in 1930 amounted to almost one-fifth of the value of all the motor vehicles, according to figures compiled by the A.A.A. Registration fees, personal property and gasoline taxes amounted to \$1,000,388,270.

The Commercial Car Journal

HOW TO CUT HIGH COST OF ACCIDENTS

CONTINUED FROM PAGE 21

quire. In small organizations the superintendent may be called upon to assume the duties of Safety Director. Briefly, the duties of the director are:

- To check up on unsafe practices
- To secure cooperation of superintendents, foremen and drivers
- To recommend mechanical improvements and follow them up
- To supervise safety bulletin boards
- To arrange safety mass meetings
- To investigate serious accidents and near accidents, alone or with committee
- To keep records and prepare reports on accident experience

Safety Committee

Organizations employing 25 men or more can profitably create safety committees, consisting of a company executive serving as chairman, a mechanic, inspector or the Director of Safety, if there is one, as secretary, and two or three drivers. Such a committee if properly made up and kept on its toes by giving it real work to do, will not only relieve the management of considerable detail work, but will form an invaluable medium of communication and cooperation between the management and its drivers. To keep such a committee alive and interested, meetings should be held at least once a week to take up such matters as: the accident record; special hazards and their correction; suggestions for mechanical or other improvements; safe practices and company rules; discipline of unsafe drivers and planning and direction of special contests or campaigns.

Selection and Instruction

New employees should be carefully selected with respect to physical fitness, knowledge of work or capacity to learn, character and responsibility. A fair idea as to these characteristics can be determined by questioning along the following lines: Has the applicant physical strength and endurance to operate a truck without serious fatigue? Is he subject to epileptic fits or fainting spells? Is he addicted to the use of liquor or drugs? Has he ordinary intelligence and judgment? Has he an adequate "bump of caution" or foresight? Is his "reaction time" sufficiently low to respond quickly in an emergency? Is his eyesight and hearing good enough not only to get signals and judge distances, but to be immediately aware of everything that is going on around him? An estimate as to general reliability can be obtained by probing the applicant's personal history.

Character references may be required. Physical examinations and road tests also are of great value. Psychological testing of applicants to determine mental reaction and speed of thought help reduce the personal hazard.

Instruction

Every new driver should be put through a training course. An excellent plan of training in large or small organizations is to place the new man for a definite period under the tutelage of an experienced driver who also has the ability to impart his knowledge. If at the end of this period he has not proved his ability to handle a truck safely he should either be laid off or placed in some other department. Special schools on driving is another method of instruction and one which also arouses personal interest. A school consists of a series of meetings, usually six, held in the evenings, and is operated on the lecture principle. Speakers should discuss both mechanical and personal elements of safe driving. Drivers' clubs, managed entirely by the drivers, have brought excellent results in instruction and interest. These can be organized for several excellent purposes—to keep up a continuous course of instruction on safe driving; to familiarize each member with local and state traffic laws and encourage compliance; to furnish the men an opportunity to express their ideas regarding present and future traffic laws; to keep individual responsibility constantly before the men and to promote good fellowship.

Meetings of Employees

To keep alive the safety movement, stimulate safety enthusiasm, promote good fellowship, acquaint the driving personnel with progress and of outstanding achievements and finally to procure a fitting background for presenting awards and rendering citations, regular and special meetings of employees have been found to be very effective. They can be held frequently at regular or irregular intervals or on a special once to twice-a-year basis. Annual or semi-annual meetings should be arranged on an elaborate scale. Cards may be printed as invitations and admission tickets, ribbon badges ordered for distribution, wide publicity given by word of mouth, bulletin boards, house organ, etc. Invitations should always include employees' wives. The speaker of the evening should have a good conception of the safety movement and be preferably of the homely, practical type who can touch on the emotions. Awards to individuals for special efficiency, heroism, etc., can

most effectively be made at the close of such an address. Programs are best closed with safety motion pictures, which can be secured from the National Safety Council, 108 E. Ohio Street, Chicago, Ill.

Rules for Safe Driving

Rule books intelligently prepared can be of real constructive value. Such books should be of vest-pocket size and should contain only rules that the company intends to enforce. The men should be urged to study and observe them at all times. Usually books of this character start with a general declaration of company policy which is followed by rules of the road, care of the vehicle, suggestions on proper loading, reporting accidents and vehicle defects, road courtesies and garage precautions. They may also contain requirements of new laws, together with comments and special personal short stories such as "You and Your Car."

Accident Records

Accurate and complete accident records aside from the demands of insurance companies are of great value to show prevailing types and causes of accidents and to show which drivers have the most accidents, so that proper action, educational or disciplinary, can be taken and to arouse a competitive spirit on the part of everyone concerned to better his own record, the group record, and the company record. (How comparative accident records are compiled and used will be the subject of another article on Safety in the September issue.)

Investigation of Accidents

In many cases, especially for serious accidents, an investigating committee or Board of Inquiry, composed of executives or drivers or both, may be used with good results. Inclusion of drivers is of great educational value not only to the men themselves but to the other drivers with whom they will discuss the case. Furthermore, drivers in general are less likely to feel that any proposed disciplinary measure is arbitrary if some of their own number have taken part in the investigation. Investigations should be made as soon after the accident as possible to eliminate the possibility of the loss of important evidence. Results of inquiries should be made known as soon as possible to secure the greatest moral effect. It should be remembered that the principal reason for an investigation is not to place entire blame upon one cause or one person, but rather to point out all the contributing causes—to show how the accident might have been prevented,

TURN TO PAGE 50, PLEASE

MAINTENANCE CHATTER

For the Boys in the Back
Room and the Men Who
Work in Glass Cages



SHUT THE HOOD

R AISING the hood on very hot days may make the engine hotter, not cooler. Of course, the idea of running a truck with the hood open is to allow the air from the fan to escape with ease from the engine compartment. But, as A. D. Gardner, chief engineer, Automotive Fan & Bearing Co., told the S.A.E. summer meeting, air may be drawn forward to pass through the fan blades and thereby reduce the amount of air drawn through the radiator. If the fan is 3 in. from the radiator core "air leaving the fan may form eddies past the tips of the blades and enter the fan again and air may be drawn through the forward louvers in the same way."

Air cuts a few other capers about the cooling fan. It moves forward, toward the radiator, at the center of the fan and at

the outer edges of the blades and moves inward toward the fan center at the blade tips. But there must be an outlet for the air from the engine compartment, no matter what twists and turns it takes on the way.

CHEVROLET

A NEW bolt, which is 1/16 in. longer, is now being used to attach the universal joint yoke to the front propeller shaft on the 157-in. wheelbase Chevrolet truck. With this longer bolt, a new shakeproof lock washer is used to prevent loosening of the universal joint at this point. The new bolt and shakeproof lock washer should be installed whenever the front propeller shaft is disassembled, the lock washer being placed underneath the plain washer.

A new type clutch throwout bearing and collar is now in production on Chevrolet passenger cars and trucks. The collar has an oil reservoir back of the bearing instead of on the top.

WIPE PLUGS CLEAN

S PARK PLUG porcelains should be wiped with a clean, dry rag at frequent intervals and after vehicle washings, according to O. C. Roade, chief engineer, Champion Spark Plug Co. He suggests that a large percentage of hard starting troubles can be cured by this simple remedy.

DIAMOND T

R EMANUFACTURED engines are offered on an exchange basis by the Diamond T factory and its branches. The work is performed in the factory and is so thorough that engines carry the same guarantee as new engines. New parts for remanufactured engines can be purchased from open stock because exchange engines are machined to standardized dimensions.

A second exchange can be

made when the first remanufactured engine requires a major overhaul, in fact the factory guarantees continuity of this exchange service.

Remanufacturing comprises a complete disassembly, grinding of cylinders, fitting of new pistons, pins and rings, bearings, bushings, gears, pump parts, guides, etc. After rebuilding, the engine is run in on a dynamometer and then tested for power. A dynamometer test card is attached to each engine.

FORD

Rear Springs

A HEAVY duty truck rear spring with 16 leaves is available for use with the Model 205-A coal body.

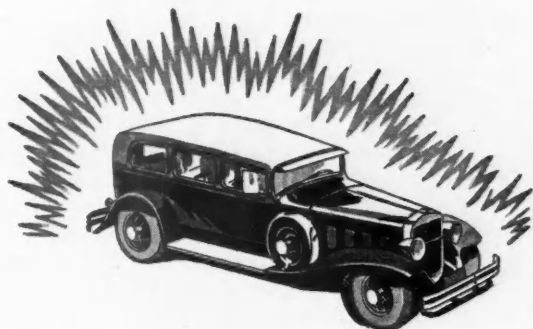
A new rear spring, 48 in. long, which is intended for use under the school bus can also be used on trucks equipped with 16 leaf springs for more spring resiliency. However, when a 16 leaf spring is replaced with a 48-in. spring, the truck must not be overloaded.

When the 48-in. spring is installed on a truck, it is necessary to move the shackle bracket forward 12 3/8 in. and to install a new bolt and nut.

A new radius rod bolt and nut, carrying parts numbers respectively A-102,390 and AA-4773, have been adopted to prevent spring seats on the 48-in. long rear springs moving too far forward. The nut and bolt are to be assembled in the upper bolt hole in the radius rod with the nut toward the spring to act as a stop to the spring seat.

Rear Axle

The truck axle housing has been changed by increasing the length of the pinion neck on the right housing from 1 3/4 in. to 1 13/16 in. On the new style housing the .060 in. shim formerly used is omitted and pinion adjustments are made entirely with .005 in. shims.



ECONOMY in snappy new clothes

Economy takes on new significance in Lockheed Hydraulic Brakes; a phase of economy often overlooked: that all-important difference between purchase price and final assembled cost.

Just put Hydraulics on . . . that's all there is to the job; no complicated adjustment, lowest possible expense in time and labor; in other words, cost of assembly brought down to an irreducible minimum.

Focus attention on that cost of assembly; keeping always in mind that Lockheeds lead unerringly to lessened sales effort and cost on the dealer's floor, because of motordom's ten-year indorsement of Hydraulics.

HYDRAULIC BRAKE COMPANY
DETROIT, MICHIGAN, U. S. A.

LOCKHEED-HYDRAULIC

Four **BRAKES** *Wheel*

RATING FORMULA IS S. N. E. TARGET

CONTINUED FROM PAGE 18

ability standpoint, but would only run 10 m.p.h. instead of 20. By putting the speed into the formula as a constant this would put all the trucks on the same basis."

In a prelude to his proposal that tire size be the limiting factor of the weight to be carried, and that a vehicle have three or four different ability ratings taking in speed, Mr. Herreshoff indicated present methods.

"I think in the past," he declared, "whoever has set the ratings has made pretty much of a mess of it. In order to overcome the difficulty one thing we have to do is take determination of the rating out of the hands of the manufacturer. In other words, make an arbitrary or a figured rating."

The matter of speed was given consideration by Mr. Peirce, of Diamond T. Speaking of the Buckendale formula, he said: "Since the speed of the truck does not enter into it, this factor must be assumed. In an effort to simplify the formula, I wonder if it would not be practical to base the speed of the truck on its gross weight. Will not all of the states eventually pass laws, as many already have, fixing the speed according to gross weight? If this can be accomplished, the operation and application of the formula will be simple."

Mr. Winchester's statement could not have been more representative of the opinions of fleet operators present if he had been chosen by them as their spokesman.

"We have here before us really two propositions," he said. "We have the proposition of rating the vehicles, and that of Mr. Schon that the entire matter be dropped. I, for one, am inclined to believe that it would be a great mistake to drop it. Mr. Schon says: 'Let's leave it in the hands of the factory engineer.' Why leave it in the hands of the factory engineer? Really, he doesn't control it. It seems to me that the man who has controlled the ratings of trucks in the past has been the salesman of the organization rather than the engineer."

"I have listened here tonight to eminent engineers talk on this subject. There seems to be no general agreement among any of them. I agree, though, as I see it, that there are many other factors than those which have been brought out here tonight that have to do with truck ratings, that is, by the two principal speakers, Mr. Pulcher and Mr. Buckendale. I do feel, however, that this problem can be tackled and carried out successfully

by the joint committee proposed.

"The type of argument heard here tonight is exactly the confusing type of argument that I hear week in and week out from truck salesmen. If you can buy trucks on those arguments, it is really beyond me."

Mr. Hughes contributed an interesting observation on the need for a rating formula. "It would be," he indicated, "not only a matter of operator purchasing, but it would be a matter of fairness to the manufacturers and assure that each would get a fair consideration when they submit their propositions to operators."

Mr. James, research engineer, The Studebaker Corp., added that the designing engineers as well would have much to gain from a standard rating formula. "It would go a long way," he said, "to simplify his problem." Nowadays "if someone is asked to design a three-ton truck he doesn't know any more about how to start than the fellow who is going to buy it eventually. Even if the ratings worked out were arbitrary, it would at least furnish a common basis to start a balanced design as well as to finish the final purchase."

Even if a rating formula were devised, there was doubt in the mind of Mr. Horner, of General Motors, that users would stick to it. The problem will not be solved by engineers or manufacturers, he declared; it has to be solved by the users of motor trucks.

"I don't care what formula you set forth," he contended, "or what your salesmen tell them, the average user today figures that if you tell him he has a two-ton truck he is going to put four tons on it. . . . That is not a universal practice perhaps, but it is far too general for us to ever go off with the idea that by laying down a certain formula or yardstick of measurement the user is going to stick to it."

Likelihood that the truck industry might be accorded some taxation relief if it developed a standard rating formula was expressed by Mr. Pulcher toward the close of the meeting. A rating that was an actual engineering rating would, in his opinion, eliminate a lot of legislative abuses.

"I am of the opinion," he stated emphatically, "that some sort of a basic rating might help us on taxation matters very much."

WILL TRUCKS SOON BE SOLD WITH SERVICE INSURANCE?

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definite staff working in three shifts.

Incidentally, the thought of a company guarantee against all contingencies for a year would make a good

sales argument for factory sales representatives, at least until all manufacturers were making the same offer.

From the purchaser's point of view the advantages are obvious. If a fleet owner could be assured that for a certain fixed charge not only his regular major overhauls, but all minor repair work and damage caused by accidents would be cared for by a corps of factory-trained mechanics, the idea would be certain to have at least some appeal. Unless the factory branch were too far removed from the owner's base of operations to make immediate service feasible, this argument would be a strong one.

Many truck operators, including even some comparatively large fleet operators, have at present no real idea of what their maintenance is costing them. Where fleets are operated as adjuncts to other lines of business the cost for maintenance of these fleets goes in as part of the general cost of operation of the business as a whole. Under this new plan operators would know that their maintenance was costing them a certain amount per year. They could then figure definitely on the cost of operation of the fleet and would know whether their operation as a whole is costing more than the revenues brought in by the fleet.

Where they are used as adjuncts to other lines of business, the fleet could thus be made to stand on its own feet and the owner would know definitely what their deliveries or hauling charges are costing them. Operated by the manufacturer, who is always seeking to sell new units and endeavoring, therefore, to maintain the good-will of his customers, the owner could rest assured that this type of service would be charged for at an equitable rate.

Worked along these lines, the plan would obviously call for a distribution of costs just as is carried on in any insurance plan. That is, some vehicles would pay in insurance premiums to the manufacturer more than they would cost in maintenance for the year. On the other hand, some vehicles which might be involved in accidents or might suffer a major breakdown from some other cause, would receive maintenance costing considerably more than was paid in insurance.

For the smaller manufacturer, who does not have service branches as widely distributed, this plan would obviously not be so easy to put into operation. However, where such a manufacturer has a large fleet in any given city, he could probably afford to carry the same type of policy and designate some particular repair shop, service station or his own dealer in that city to perform the service.



Making the Wheels go 'Round

Hauling merchandise by motor trucks is an immense industry—but it's going to be a lot bigger. Increasingly gasoline power is a vital factor in freight transportation. Small units or heavy duty—what's the difference?

Timken Axles for thirty years have made truck wheels go 'round; hauling merchandise—dependably, cheaply.

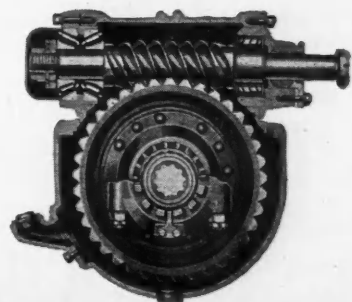
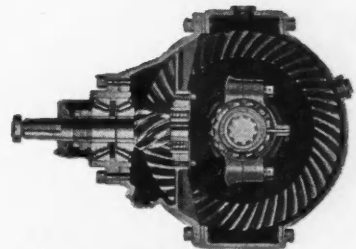
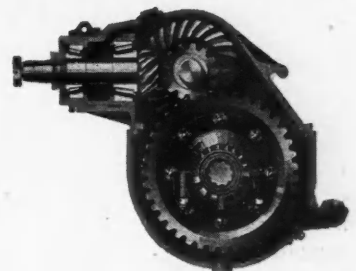
As motor freighting grows, more and more will be known about costs—to fractions of pennies; necessary.

The better costs are known, the better the picture for Timken Axles.

Strength, efficiency, accessibility, long life take their toll of high costs.

They are built into Timken Axles.

THE TIMKEN-DETROIT AXLE COMPANY, DETROIT, MICHIGAN



TIMKEN AXLES



JUGGLING OF FIGURES DOESN'T IMPROVE 1931

CONTINUED FROM PAGE 15

your heart's content.) This position in relation to each other should, however, afford Ford a great deal of satisfaction in view of the fact that in passenger car sales Chevrolet so far this year has outsold Ford by about 5.8 per cent, whereas in trucks Ford has outsold Chevrolet by 34 per cent. It is his truck business that enables Ford to outstrip his arch rival in total passenger car and truck sales.

Finding nothing here over which to set up a merry yodel, another scent was taken up. Down the list of manufacturers' sales records for the first six months of this year and last year it took your hound. The trail ended in the Studebaker column with the discovery that here was the sole company which, far from having suffered along with others in the industry, had actually bitten off a gain of 227 per cent. Sales in the first half of last year were 626, and in the first half of this year—with Georgia figures missing for the first quarter—they were 2047. Of course, some Studebaker competitors may argue that the comparison doesn't mean much because last year Studebaker wasn't very active in the truck business. But such an argument cannot detract from the praiseworthy accomplishment, because a gain is a gain, no matter when it occurs.

Increased business was also produced by Pierce-Arrow, which with Studebaker makes up the S.P.A. Truck Corp. Sales were 65 as against 16, with no tabulation for Georgia in the first three months of this year. (Georgia, to digress a moment in explanation, changed its registration set-up at the beginning of 1931 and

the switch evidently was too much for the motor vehicle department to handle. Reports did not begin to come in until April figures were released).

All this, that is, the record of the truck industry so far this year, is a tearful story, and we have tried to tell it cheerfully because, after all, there's no use crying over milk that couldn't be delivered. There was nothing any man in the industry could do about it. The truck industry is not a basic industry; for prosperity it is dependent upon the prosperity of other lines of business. It sagged when other businesses sagged, and it will recover when other businesses recover.

Eyes now are trained on the second half of the year. What will be the effects of the debt moratorium? Will it create confidence and substitute a psychology of hope for the psychology of fear that has prevailed for many months? What does the future hold for the truck industry? The writer could dilate on this question for quite a few paragraphs, but it happens that in this very issue a prominent truck executive discourses on this topic in a more interesting and authoritative fashion than ever-faithfully-yours could muster. So he sincerely recommends that a fitting conclusion to this account of what happened in the six months' battle of 1931 would be a careful perusal of the statement by R. P. Page, Jr., president of the Autocar Co. Leaf back to Page 13 and get a new lease on the future.

A TRUCK ASSOCIATION SECRETARY TELLS ALL

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brings your cut down to you, an' you sends it to your Treasurer. An' if any o' these mugs puts in a rap, why

we give 'em the business somehow. It's swell. You gets your dues; we get a piece o' dough, an' your members 'll love it!"

Secretary gulps several times and chokes over the question, "But how about the police?"

The three strangers are overcome with mirth. "Police? Ha, ha! That's a good one," chortles the leader. "Don't give it a thought, fella. Are we hired, or not?"

Secretary gulps anew. Feels weak, pale, and short of breath. "I-I-I-I-I haven't the p-p-p-p-power to hire anyone," he stutters. "That's all done by the Executive Committee, acting as a body. I'll be glad to take it up, though," he concludes eagerly.

"Yeah?" snaps the trio. "Okay, boy-friend, we'll be back to see you in a week or so. You'll find us right guys. We wouldn't try to muscle in here at all 'cept that the beer racket's goin' lousy, an' the alky is overstocked. We need the bucks. S'long!"

4.15 p. m.—Secretary, still white, continues to fan himself, muttering, over and over again, "Nice people! What a nice member that Joe Foozer is, sending that gang of gorillas down here. I'll call him up and give him hell. . . . No, on second thought, if he knows people like that, I'd better not . . ."

4.30 p. m.—Outside men return despondent. "What luck?" asks the Secretary.

"We got \$10?" they return.

"And fifteen complaints of price cutting, police activity against trucks, shakedowns by some phoney civic associations, and of pier conditions. Some of the members who complained wouldn't put their complaints in writing, but they wanted action just the same," interposes the second.

TURN TO PAGE 52, PLEASE

Domestic New Truck Registrations by Makes and Months

	Autocar	Brookway-Indiana	Chevrolet	Diamond T	Dodge	Fageol	Fargo	Federal	Ford	G. M. C.	International	La France-Republic	Mack	Moreland	Paige	Pierce-Arrow	Relay	Reo	Rugby	Schacht	Sterling	Stewart	Studebaker	White	Willys-Overland	Total Sales Including Miscellaneous
January.....1931	223	152	7,436	167	1,173	23	30	109	11,051	443	1,306	28	225	16	27	3	13	267	32	15	62	84	297	214	157	23,965*
January.....1930	160	249	8,754	242	1,608	41	186	109	13,233	727	1,835	43	345	51	14	4	28	698	90	21	145	97	104	413	440	30,241
February.....1931	176	107	7,254	134	1,124	31	36	97	10,678	387	1,344	34	183	12	20	4	28	260	29	11	47	85	267	202	182	23,028*
February.....1930	135	235	10,332	207	1,269	43	152	162	14,008	552	1,928	44	298	29	43	1	30	565	67	20	74	155	91	320	431	31,882
March.....1931	119	147	9,138	144	1,351	15	28	121	14,386	451	1,682	35	286	17	28	9	18	306	29	10	57	119	360	205	281	29,950*
March.....1930	195	384	13,011	264	1,595	48	157	228	19,551	936	2,364	55	452	56	52	3	45	682	62	27	106	265	102	407	559	42,182
April.....1931	155	215	11,195	236	1,575	33	17	150	17,755	590	2,295	58	344	19	20	18	42	354	31	21	104	166	381	228	346	36,848
April.....1930	216	492	14,055	300	1,684	52	153	252	21,757	1,242	2,740	71	566	57	64	4	61	903	47	47	147	314	98	490	564	47,032
May.....1931	155	190	9,932	260	1,492	24	13	170	15,675	543	2,382	40	355	19	18	17	38	306	20	16	101	175	426	254	421	33,496
May.....1930	212	544	12,825	373	1,504	59	152	213	19,758	1,191	2,531	49	717	36	55	2	93	737	59	55	147	305	115	452	456	43,245
June.....1931	179	144	8,970	240	1,285	37	14	144	12,448	513	2,078	45	294	11	24	17	29	466	20	25	59	136	288	267	351	28,496
June.....1930	183	481	9,761	261	1,113	56	118	158	15,669	899	1,917	56	446	29	19	2	43	581	54	38	109	207	102	412	352	33,512
Total 6 Mos. 1931	1,007	955	53,925	1,181	8,000	163	138	791	81,993	2,927	11,267	240	1,687	94	137	68	168	1,959	161	98	430	765	2,019	1,370	1,738	175,783
Total 6 Mos. 1930	1,101	2,385	68,738	1,647	8,773	299	918	1,182	103,976	5,537	13,315	318	2,824	258	247	16	300	4,166	379	208	728	1,343	612	2,494	2,802	228,094

*Georgia figures not included in totals.

18th to 6th PLACE



ONE year ago Studebaker announced the world's lowest priced 2-ton truck (\$895) . . . and the most powerful 1½-ton truck chassis ever sold for \$695. Instantly Studebaker jumped to 6th place in truck registrations and has held that position.

The reason is plain. Studebaker offers *more real truck for less money*. A comparison of specifications and performance will prove this. The 1½-ton chassis, for

instance, is priced at \$9.91 per horsepower. That is basic truck economy.

Studebaker trucks have 70-horsepower 6-cylinder engines, four-speed transmissions, four-wheel brakes and full-floating rear axles. They are built to Studebaker's 79 years of quality traditions.

STUDEBAKER Trucks

HOW TO CUT HIGH COST OF ACCIDENTS

CONTINUED FROM PAGE 43

rather than to fix personal responsibility. An employee found responsible, however, should be subjected to appropriate discipline. He may be required to pay for the damage, be suspended without pay, lose his bonus, or be discharged. Under all circumstances, fairness is essential.

Bulletins

Pictures and stories in the form of bulletins are recognized as one of the most effective means of reaching the driver. They drive home the idea of personal protection. Like any other kind of advertising, bulletins as well as posters must be attractively presented. In addition to printed bulletins obtainable from insurance companies and from the National Safety Council, home-made bulletins covering accidents and near accidents involving company vehicles can be used to advantage. Newspaper accounts of traffic accidents may be used. Humorous or cartoon bulletins help to attract attention and create interest. Illustrated announcements with simple typewritten statements of a recent company accident, citing causes and effects, get across quickly and effectively. Boards should be of ample size and conspicuously located.

Posters and Dash Cards

Attractive posters spread the safety gospel to the public as well as drivers. They may be placed on bulletin boards, outdoors and inside and outside of trucks. When used outside they serve as a medium for educating the public as to the need of its cooperation.

Dash cards represent another means of arousing and maintaining driver interest. Changed weekly, these cards keep safety alive with a suggestion or slogan relating to safe driving in general or to some seasonal hazard, such as skidding, school children in streets, weaving, etc.

House Organ Publicity

Companies publishing a magazine for drivers are afforded an excellent opportunity of keeping accident prevention to the forefront with articles on all phases of the subject—such as accident records of previous months, records of other companies, no accident records of individuals, description of accidents, improvements for safety in garage and on vehicles, safety meetings, bonuses, prizes, suggestions for safe driving, slogans, etc.

Prizes and Bonuses

Prizes and bonuses serve as an incentive to careful driving. While all

drivers should feel a natural interest in accident prevention, cash awards keep the subject constantly before them. Awards should be given to every driver maintaining a certain standard, rather than to the "best" driver. Employees are not interested in a bonus that goes to someone else. Awards may be given to all drivers going a certain length of time without an accident, or it may consist of a certain percentage of the difference between the average accident cost per vehicle per year and the actual cost in the case of each individual, or a system of points or credits may be used in connection with a general bonus system covering other matters beside safety. Full details on the operation of any of these plans can be obtained from the National Safety Council or from the Metropolitan Life Insurance Co.

Special Campaigns

Special no-accident campaigns are not substitutes for the continuous ac-

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THE PRESIDENT'S PAGE

CONTINUED FROM PAGE 13

itself again, the wheels of supply will be turning, but how and when that can be accomplished, I do not know any more than the next man.

There is one thing that I am sure of. That is, that motor trucks are a success. The intelligent pioneering and good salesmanship of the many elements that have been contributing to the motor truck industry up to the present have established our product in an essential and highly important role in the commercial and industrial life of this country. On that bedrock of established fact and economical utility a great and prosperous industry will flourish in the future, even more than it has in the past.

Nor should we overlook the fact that during the past few years motor truck users have been a more important factor in the development of the motor truck than the motor truck manufacturer and his engineer. Our industry placed in the hands of American business a vehicle of greater possibilities than the industry itself was at that time aware. Given such a vehicle, American business men have constantly put greater demands on it with the result that today motor trucks are covering a wider range, both in mileage and in volume of commodities hauled, than anyone in this industry could have foreseen only a few years ago. It is my belief, therefore, that those motor truck manufacturers who have been most responsive to the new and progressive demands

of motor truck users are those who are acquiring a steadily increasing sales momentum which will be more clearly revealed as business improves.

Assuming that the motor truck industry has now reached its maturity, it is clear that the present general business conditions must exert a different influence on it than was the case 10 years ago when our industry had the benefit of a new and undeveloped market. Our situation is now more comparable to that of the older industries. We are an established factor in the nation's commerce, and we, therefore, must enjoy prosperity and suffer adversity along with everyone else. The immediate prospects of the motor truck industry are inescapably dependent upon American business in general. There is in that situation, however, the great advantage that any improvement in general business will immediately be felt by our industry. We are no longer too small nor too young to be overlooked when the law of supply and demand gets into working order again.

Regardless of the stresses and strains, worries and disappointments that the depression has provided for all of us, I am convinced that after it is over we are going to recognize that it had many beneficial effects. Business men are learning to adapt themselves to prevailing conditions, to work harder and to plan harder, to adopt economies and curtailments. That is a big step toward recovery in itself. It is impossible to do business today as it was done in 1929. It is becoming more clearly recognized that equipment which was profitable then is worn out or is obsolete now. That fact alone has an important bearing on our industry. Motor trucks which have been standing idle in the garage for the past year are not going to be able to perform with the same satisfaction and the same profit, competing with new equipment, whenever their owners feel justified in putting them to work again. I doubt if the so-called "idle equipment" is going to prove to be as much of a menace to the recovery of motor truck sales as some people have been thinking.

Things are moving very rapidly in the motor truck industry these days, not in spite of the depression but because of it. We are developing a new ability to do business under new conditions, to fight for it and to work hard for it. I see it going on in my own organization and outside. I am sure, therefore, that our industry is going to respond promptly to the first influence of better business and that as a whole it will emerge from this period more efficient and more successful than it has ever been before.

Added convenience, more loading space . . .

New Ford Pick-up

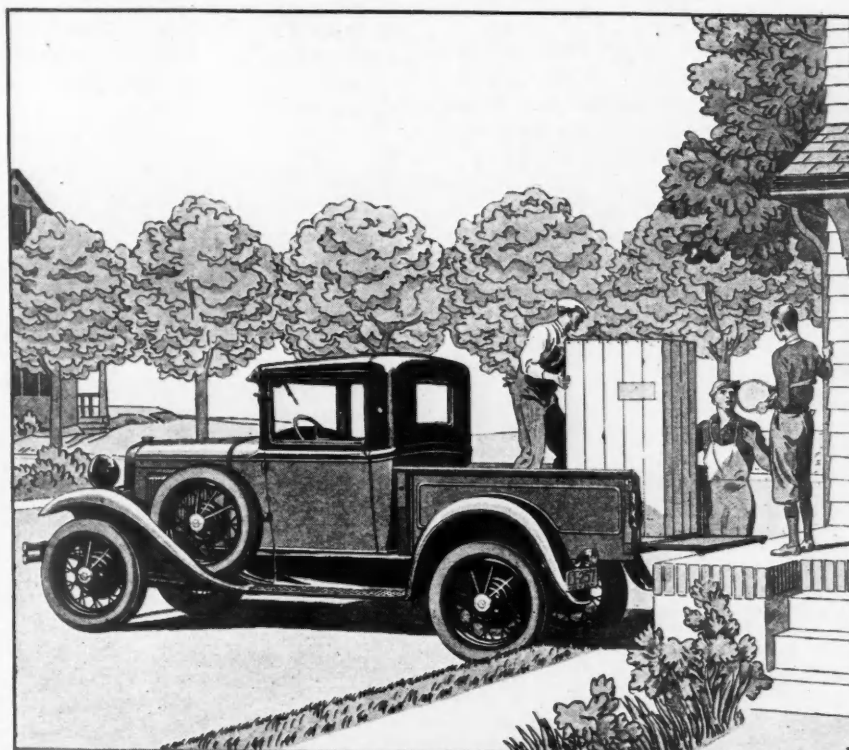
THE pick-up light-delivery car, one of the more than forty standard Ford commercial types, is widely used by retail merchants, jobbers, distributors and others because of its sturdy and durable construction, alert performance, reliability and proved economy. It is a car that can be used for quick deliveries of many kinds of merchandise, as a service-car, and for all kinds of rough work with medium-size loads.

New features have been incorporated into the Ford pick-up which add greatly to its convenience, usefulness, and value. The loading-compartment is of improved design. It has a flat bottom with straight sides and with square corners, providing full-width loading-space at the floor. The floor is of sheet steel with pressed skid-strips. The body is larger, with a capacity of $22\frac{1}{4}$ cubic feet.

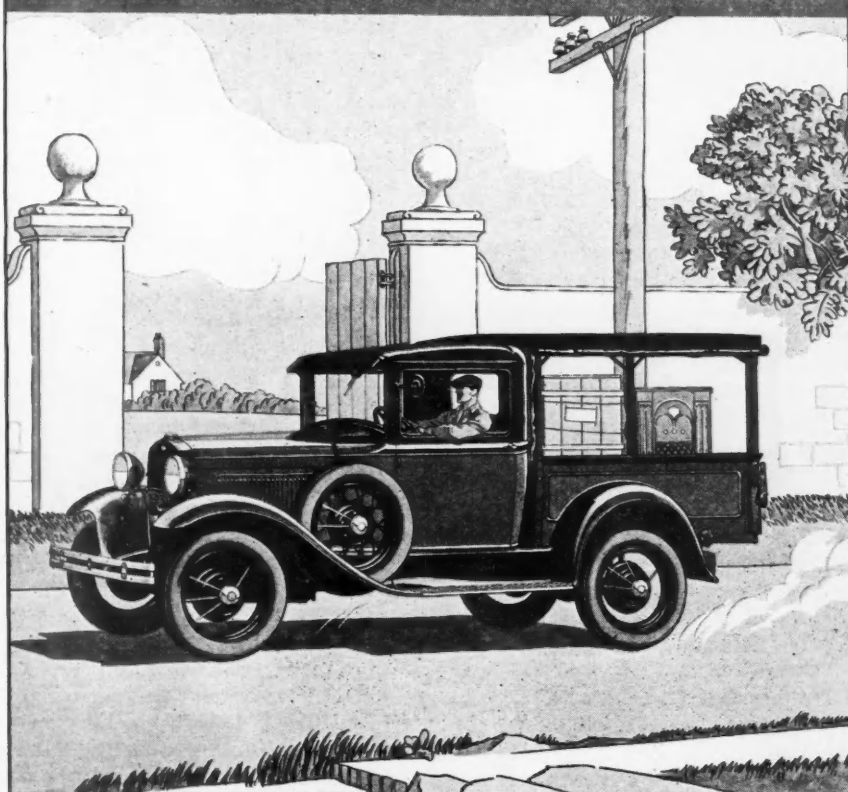
The Ford pick-up is available either with or without a canopy-top. The top, which is provided with curtains, is supplied at small additional cost.

Another new Ford type is the deluxe pick-up, in which body and cab have the appearance of a single unit. Exterior metal parts are of Rustless Steel, there are chromium-plated brass side-rails, and the spare wheel is carried in a fender-well.

Any Ford dealer can supply a Ford unit, specifically adapted to your needs. In most principal cities, there are centralized exhibits of Ford commercial units.



Ford



A TRUCK ASSOCIATION SECRETARY TELLS ALL

CONTINUED FROM PAGE 48

"Did you give it to them?" asks the Secretary.

The outside men respond as one: "No, Chief, we brought them in to you—the complaints, we mean."

"Pals," observes the Secretary wearily. "Just pals."

"Don't be like that," urges outside man No. 1. "There isn't any answer to some of these complaints. We're doing the best we can. Go ahead and answer the following:

"Mr. Hooker lost his wife a month ago. He's been a member for five years. She owned some property. She left it to her sister instead of to Hooker. The laws of this state give the husband no rights in his wife's property. He wants something done about the will she left. He says he knows it isn't organization work, but that you might be able to help him. How?"

"I dunno," groans the Secretary.

"Then," went on the first outside man, "Mr. O'Neer for the last three years has been telling his wife that the organization meets twice a week. Now she's discovered we only have a monthly meeting, each month. He says you have to pull him out of it by writing her a letter that he has been on a special committee which does meet twice a week. What do we do about that?"

"Go ahead, ask me riddles," rejoins the Secretary. "Anything else?"

"Yeah," continues the first outside man, "Mr. Leary has just been elected President of the Civic Association in his home town of Homehearth. He's going to be inaugurated on next Thursday. He wants you to dash off a little speech for him. Just about 4000 words, and dealing with civic problems in his locality."

"But I don't know where the hell Homehearth is," wails the Secretary.

"I mentioned that," answers outside man No. 1, "but he said that shouldn't make for difficulties because you can deal in generalities."

"And only \$10 in dues?" sobs the Secretary.

"Tha's all," replies the first outside man. "Business isn't very good now, they all say."

"It helps, that observation," allows the Secretary. "And now that it's 5 o'clock you can all go home. I'll stay here and get some work done."

"Gonna make whoopee, Chief?" asks the first outside man eagerly.

"Whoopee?" echoes the second outside man.

"I wouldn't mind a little drink my-

self, now that it's after 5 o'clock," says Miss Brown demurely.

"No whoopee, but work-ee," snorts the Secretary. "And good night, my children. May you pound a tranquil ear—the whole damn bunch of you—until, praise God, we meet again."

Secretary watches the outside men and Miss Brown leave the office. Feels very sorry for himself, but finally strolls over to typewriter, muttering, "I think I'll write this day's work for COMMERCIAL CAR JOURNAL. Cloaked, of course, in some anonymity and hyperbole."

SALESMEN TO SELL MUST HAVE TRUCKS TO SHOW

CONTINUED FROM PAGE 34

"We could have it here tomorrow and arrange to drive it out to your place of business the following morning."

"All right, go ahead and get it," the customer said. "I'll expect to see it at that time, but don't disappoint me."

After the customer left, the manager wired our other branch asking them to get the truck ready immediately and then sent one of our men after it. The remainder of the story is like a happy fairy tale. The truck arrived, it was demonstrated and sold.

It's the same old story—what's sauce for the sales manager is apple-sauce for his salesmen. Trouble and expense meant nothing to the sales manager when he was personally engaged in the heat of battle, but try and get the same cooperation on your own hook. It's like butting your head against a rear axle housing.

The point I want to get across is this: The average sales manager does not seem to understand or want to understand that the prospect is not always interested enough to take time out to visit the dealer's or branch's showrooms. He also refuses to recognize, perhaps, in his anxiety to keep selling costs down, that it is part of the salesman's job to arouse interest and make it as easy as possible for a customer to see a truck. Obviously, the easiest way of accomplishing these things is to take the truck model under discussion to the prospect's place of business. Salesmen with trucks parked at their customer's doors have a real chance of getting the fountain-pen on the dotted line because instead of talking from a piece of paper they talk from the real thing, the truck.

Yet it seems to be the policy of many sales managers to place all kinds of obstacles before salesmen trying to close deals via the demonstration route, submitting to their requests only after considerable wran-

gling, battling and fighting. There is no cooperation. The same is true when salesmen bring prospects around to the showroom only to find that the model wanted is gone. In the majority of cases the salesman's only recourse is to show a somewhat similar model as a makeshift. Bringing in a truck from out of town, of course, is out of the question.

Why not make sauce for the gander sauce for the goose?

HOW TO CUT HIGH COST OF ACCIDENTS

CONTINUED FROM PAGE 50

tivity outlined, but feature stunts designed to reawaken interest in what may have become an old story. They may be conducted for a limited time, usually a week or a month, and are nothing more than an intensive application of the standard methods already discussed plus special features such as the following:

A personal letter from a high official, to each driver, urging particular care and a clean record.

Special bulletins and posters announcing the campaign.

A special bulletin board on which is marked each day the progress of the campaign.

Special exhibits including miniature reproduction of a street intersection illustrating the right and wrong ways of driving.

Additional letters or postcards mailed each day to employees' homes as reminders.

Safety pledges signed by the drivers. Special outside speakers, special meetings, pay-envelope inserts, etc.

If properly conducted, a special campaign will not only bring about a good record for the period but will show what can be done when everyone puts his shoulder to the wheel.

The National Safety Council which has local councils in most large cities gathers information about accidents and ways of preventing them from the local groups and then sends out general information. Work of the local councils in reducing accidents is aided by general direction of the national body and by exchange of ideas with other groups. The National Council has a number of publications, news letters, records, pamphlets, studies, etc., on the subject of accident prevention which are prepared for fleet owners. Membership brings to the fleet operator double-barreled aid in organizing and prosecuting an aggressive safe-driving program.

COMMERCIAL CAR JOURNAL wishes to acknowledge the help it received in the preparation of this article from material drafted by Sidney J. Williams, director, public safety division, National Safety Council.

COMMERCIAL CAR JOURNAL

TABLE OF TRUCK SPECIFICATIONS

Corrected Each Month From Data
Supplied Direct by Manufacturers

(KEY TO REFERENCES ON PAGE 76)

Tractor Trucks

FIVE of the 11 models added to specifications this month are six-wheelers, four Corbitts and one Hug. The Hug model is described on page 39 of this issue. The models listed include:

Acme: 10X Special, 5-ton.

Brockway: 80 1½-ton, 92 2-ton.

Corbitt: Six-wheelers 20SW6, 28SW6, 36SW6, 40SW6.

Fisher-Standard: 20A 2-ton, 25A 2½-ton.

General Motors: T-45 3, 3½ and 4 tons.

Hug: 99 10T six-wheeler.

Make, Model and Capacity	General			Gear Set		Rear Axle		For Corresponding Truck Model, See Specifications Under Tonnage Noted							
	Chassis Price	Standard W.B.	Gross Vehicle Wt. See Key Note	Chassis Wt. Stripped	Make and Model	Location	No. of Forward Speeds		Aux. Locat. and Speeds	Gear Ratios					
										Reduc. in High	Reduc. in Low				
A.C.F. 175A-7½	155	75000	11000	B-L 1714	U	4	No	7.48	52.8	T-175A					
A.C.F. 175B-6½	155	60000	10250	B-L 1714	U	4	No	7.46	52.7	T-175B					
A.C.F. 160-6	155	60000	9700	B-L 1714	U	4	No	7.46	52.7	T-160					
Autocar. DT	3500	140	20000	5300	B-L 51	U	4	No	6.27	33.5	D-2				
Autocar. SHST	4800	104	40000	7900	Own T	U	4	No	10.4	66.6	SHS				
Autocar. SCHST	4800	145	40000	8180	Own T	U	4	No	10.4	66.6	SCHS				
Autocar. FT	6800	154	60000	11000	B-L 70	U	4	No	11.66	109	F				
Brockway. 90	137	15750	3850	B-L	U	4	No	5.12	20.9	90					
Brockway. 140	138	24500	5900	B-L	U	4	No	6.6	35.3	140					
Brockway. 170	138	29750	6800	B-L	U	4	No	16.4	46.6	170					
Brockway. 195	138	34125	7900	B-L	U	4	No	6.8	49.5	195					
Brockway. 220	138	38500	8200	B-L	U	4	No	6.96	50.7	220					
Brockway. 190	139	33250	7625	B-L	U	4	No	7.75	78.6	190					
Brockway. 250	146	43750	10000	B-L	U	4	No	8.75	63.7	250					
Brockway. 290	146	52500	10750	B-L	U	4	No	10.1	95.0	290					
Chicago 1-76-D	201	159	8740	B-L-60 Max	U	7	No	7.6	77.2						
Condor. CB	118		3875	Cov A-4 J	U	4	No								
Condor. CC	122		4820	Cov W4J	U	4	No								
Condor. CD	122		5020	Cov W4J	U	4	No								
Condor. CF	118		5200	Cov Rus	U	4	No								
Condor. CGW	139	18000	8950	Cov Rus	U	4	No	6.3	41.0						
Corbitt. 9B6T	152	20000	4200	BL-214	U	4	No	6.8	43.6						
Corbitt. 12B6T	152	20000	4955	BL-51	U	4	No	7.40	48.8						
Corbitt. 15B6T	157	25000	5980	B-L-51-5	U	5	No	7.80	46.5						
Corbitt. 18D6T	159	30000	7600	BL-615	U	5	No	7.33	48.8						
Corbitt. 24D6T	165	40000	9200	BL-70	U	7	No	8.15	76.6						
Diamond T. 216	695	135	14000	3300	War	U	4	No	Opt	Opt	216				
Diamond T. 303	1645	137	20000	4800	Cov	U	4	No	Opt	Opt	303				
Diamond T. 504	2435	135	24000	6200	Cov	U	4	No	Opt	Opt	504				
Diamond T. 551	2110	131	28000	5600	Cov	U	4	No	Opt	Opt	551				
Diamond T. 603	3035	147	32000	7300	Cov	U	5	No	Opt	Opt	603				
Diamond T. 750	4190	147	40000	8300	Cov	U	5	No	Opt	Opt	750				
Dodge Bros. F40	1995	150	14500	6173	Own	U	4	No	8.44	57.5	F-40				
Dodge Bros. F60	2845	146	18979	5543	Own	U	4	No	8.44	57.5	F-60				
Federal. A6TW	2360	140	25000	5050	Own	U	4	No	8.75	52.9	A6TW				
Federal. T10W	2915	143	32000	6495	Own	U	4	No	8.75	57.0	T10W				
Federal. U6	3860	143	43000	7155	B-L 60	U	7	No	9.00	86.5	U6				
Federal. 4C6A	4735	144	50000	8120	B-L 60	U	7	No	9.00	86.5	4C6A				
Federal. 4C6AB	4950	144	50000	8505	B-L 60	U	7	No	9.00	86.5	4C6AB				
Federal. X8	5085	155	65000	9660	B-L 60	U	7	No	11.7	110	X8				
Federal. X8R	5810	155	65000	10385	B-L 60	U	7	No	11.7	110	X8R				
Gen. M. 2216	244	3	885	130	14000	2990	Mun	U	4	No	6.8	37.8			
Gen. M. 2513	244	3	1345	130	14500	3575	Mun	U	4	No	6.8	34.8			
Gen. M. T263	344	1450	130	17000	3905	Mun	U	4	No	6.6	33.5				
Gen. M. 3204	347	1700	141	19000	4705	Mun	U	4	No	6.43	32.7	T-30			
Gen. Mot. T-31	4-5	1845	141	20000	4695	Mun	U	4	No	6.43	32.7	T-31			
Gen. Mot. 4201	4-5	1845	141	20000	4725	Mun	U	4	No	6.43	32.7	T-42			
Gen. Mot. 4404	4-5	2065	141	25000	5095	Mun	U	4	No	7.45	45.0	T-44			
Gen. Mot. T515	6-8	2625	155	25000	6250	Mun	U	4	No	7.14	44.1	T-51			
Gen. M. T569	7-12	2750	155	27500	6390	Mun	U	4	No	9.45	58.4	T-56			
Gen. M. 6208	7-12	3250	154	34000	7150	Mun	U	4	No	10.7	65.9				
Gen. M. T617	8-14	3525	154	34000	7045	Mun	U	4	No	10.7	65.9				
Gen. M. 8205	8-14	3970	155	37000	7735	Mun	U	12	A	12.3	171	T-32			
Gen. M. 8206	10-12	4055	155	45000	7880	Mun	U	12	A	12.3	171	T-32			
Gen. Mot. T83-10-12	4275	155	45000	8065	Mun	U	12	A	12.3	171					
Gen. Mot. T85-10-12	5800	171	45000	10800	Ful	U	4	No	10.5	66.1					
Gen. M. 9003	12-15	5455	185	50000	9775	Mun	U	12	A	10.3	144				
Gen. Mot. T95-15-18	7675	189	60000	13540	Ful	U	4	No	8.5	53.3					
Gen. Mot. T96-15-18	7325	189	60000	13140	Ful	U	4	No	9.1	57.1					
Gramm AX4	2-3	131		3100	War T9	U	4	No	5.8	36.3	AX4				
Gramm AX6	2-3	131		3300	War T9	U	4	No	5.8	36.3	AX6				
Gramm BX4	2-3	131		3275	War T9	U	4	No	6.2	39.6	BX4				
Gramm BX6	2-3	131		3475	War T9	U	4	No	6.2	39.6	BX6				
Gramm CX4	4-6	131		3700	War T9	U	4	No	5.8	36.3	CX4				
Gramm CX6	4-6	131		3900	War T9	U	4	No	5.8	36.3	CX6				
Gramm D	4-6	115		4025	Cov A4J	U	4	Op	5.8	38.4	B				
Gramm E	4-6	122		4700	Cov W4J	U	4	Op	5.8	37.1	C				
Gramm F	4-6	122		5100	Cov W4J	U	4	Op	6.1	39.0	D				
Gramm G	4-6	122		5800	Cov Rus	U	4	Op	5.7	37.8	E				
Gramm GW	10-15	157		8925	Cov Rus	U	4	Op	6.3	42.8	GW				
Hug	99	Op			B-L714,703	U	12	A	10.2	139	99-6	6W			
Indiana	89	137	15750	3850	B-L	U	4	No	5.12	20.9	89	1½			
Indiana	140	138	24500	5900	B-L	U	4	No	6.16	35.3	140	2½			

Make, Model and Capacity	General			Gear Set		Rear Axle		For Corresponding Truck Model, See Specifications Under Tonnage Noted					
	Chassis Price	Standard W.B.	Gross Vehicle Wt. See Key Note	Chassis Wt. Stripped	Make and Model	Location	No. of Forward Speeds		Aux. Locat. and Speeds	Gear Ratios			
										Reduc. in High	Reduc. in Low		
Indiana. 170	138	29750	6800	B-L	U	4	No	6.41	46.6	170			
Indiana. 195	138	34125	7900	B-L	U	4	No	6.48	49.8	195			
Indiana. 220	138	38500	8200	B-L	U	4	No	6.96	50.7	220			
Indiana. 190	139	33250	7625	B-L	U	4	No	7.75	78.6	190			
Indiana. 250	146	43750	10000	B-L	U	4	No	8.15	63.7	250			
International. A-1	133	33500	7625	B-L	U	4	No	10.0	95.0	290			
International. A-2	133	33500	7625	B-L	U	4	No	10.0	95.0	290			
International. A-3	133	33500	7625	B-L	U	4	No	10.0	95.0	290			
International. A-4	133	33500	7625	B-L	U	4	No	10.0	95.0	290			
International. A-5	133	33500	7625	B-L	U	4	No	10.0	95.0	290			
International. A-6	133	33500	7625	B-L	U	4	No	10.0	95.0	290			
International. A-7	133	33500	7625	B-L	U	4	No	10.0	95.0	290			
International. A-8	133	33500	7625	B-L	U	4	No	10.0	95.0	290			
International. A-9	133	33500	7625	B-L	U	4	No	10.0	95.0	290			
International. A-10	133	33500	7625	B-L	U	4	No	10.0	95.0	290			
International. A-11	133	33500	7625	B-L	U	4	No	10.0	95.0	290			
International. A-12	133	33500	7625	B-L	U	4	No	10.0	95.0	290			
International. A-13	133	33500	7625	B-L	U	4	No	10.0	95.0	290			
International. A-14	133	33500	7625	B-L	U	4	No	10.0	95.0	290			
International. A-15	133	33500	7625	B-L	U	4	No	10.0	95.0	290			
International. A-16	133	33500	7625	B-L	U	4	No	10.0	95.0	290			
International. A-17	133	33500	7625	B-L	U	4	No	10.0	95.0	290			
International. A-18	133	33500	7625	B-L	U	4	No	10.0	95.0	290			
International. A-19	133	33500	7625	B-L	U	4	No	10.0	95.0	290			
International. A-20	133	33500	7625	B-L	U	4	No	10.0	95.0	290			
International. A-21	133	33500	7625	B-L	U	4	No	10.0	95.0	290			
International. A-22	133	33500	7625	B-L	U	4	No	10.0	95.0	290			
International. A-23	133	33500	7625	B-L	U	4	No	10.0	95.0	290			
International. A-24	133	33500	7625	B-L	U	4	No	10.0	95.0	290			
International. A-25	133	33500	7625	B-L	U	4	No	10.0	95.0	290			
International. A-26	133	33500	7625	B-L	U	4	No	10.0	95.0	290			
International. A-27	133	33500	7625	B-L	U	4	No	10.0	95.0	290			
International. A-28	133	33500	7625	B-L	U	4	No	10.0	95.0	290			
International. A-29	133	33500	7625	B-L	U	4	No	10.0	95.0	290			
International. A-30	133	33500	7625	B-L	U	4	No	10.0	95.0	290			
International. A-31	133	33500	7625	B-L	U	4	No	10.0	95.0	290			
International. A-32	133	33500	7625	B-L	U	4	No	10.0	95.0	290			
International. A-33	133	33500	7625	B-L									

Line Number	Make, Model and Capacity	General				Tire Size		Make and Model	Engine										Fuel System		Electrical System		Line Number			
		Chassis Price	Standard W.B.	Max. W.R. Furnished	Gross Vehicle Wt. (See Key Note)	Chassis Wt. (Stripped)	Front		Rear	Number of Cylinders Bore and Stroke	Piston Displacement	N.A.C.C. Rated H.P.	Max. Brake H.P. at Specified R.P.M.	Valve Arrangement	Camshaft Drive	Piston Material	Dia. Main Bearings	Length Main Bearings	No. Main Bearings	Oiling System	Governor Make	Carburetor Make		Fuel Feed	Ignition System Make	Generator, Starter Make
1000 Pounds																										
1	Chevrolet... Ind. Com.	355	109	109	4000	1880	B 4.75/19	B 4.75/19	Own	6-3 1/2 x 3 1/2	194.0	26.3	50-2600	H	C	C	2 1/2	6 1/2	3	PG	No	Car	P	D-R	D-R	1
2	Dodge Bros... UF-10	435	109	109	4025	1925	B 5.00/19	B 5.00/19	Own	6-3 1/2 x 3 1/2	196	21.0	48-2800	L	C	C	2 1/2	6 1/2	3	FP	No	Car	M	D-R	D-R	2
3	Dodge Bros... F-10	515	109	109	4125	1975	B 5.25/19	B 5.25/19	Own	6-3 1/2 x 3 1/2	211.5	25.3	66-3200	L	C	C	2 1/2	6 1/2	4	FP	No	Car	M	D-R	D-R	3
4	Fargo Packet	595	109	109	4125	1935	B 5.00/19	B 5.00/19	Own	6-3 1/2 x 3 1/2	189.8	23.4	40-2200	L	C	C	2 1/2	6 1/2	4	FP	No	Car	S	N-E	N-E	4
5	Ford... A	340	103	103	3800	1680	B 4.75/19	B 4.50/20	Own A	6-3 1/2 x 3 1/2	200.5	24.0	40-2200	L	C	C	2 1/2	6 1/2	3	PG	No	Car	V	G	Own	5
6	(X) Gen. Mot. T-11	625	109	141	4500	1980	B 5.00/19	B 5.50/19	Pontiac	6-3 1/2 x 3 1/2	200.3	26.3	58-3000	L	C	C	2 1/2	6 1/2	3	PG	No	Car	M	D-R	D-R	6
7	(X) Gen. Mot. T-15	121	141	6500	2425	B 5.50/20	B 5.50/20	Pontiac	6-3 1/2 x 3 1/2	200.3	26.3	60-3000	L	C	C	2 1/2	6 1/2	3	PC	No	Car	M	D-R	D-R	7	
8	Paige	765	115	4435	2350	B 5.50/19	B 5.50/19	Own	6-3 1/2 x 3 1/2	214.7	27.3	60-2800	L	C	C	2 1/2	6 1/2	4	FP	No	Car	S	N-E	N-E	8	
9	Reo... Jr. 15	785	115	4435	2330	B 6.00/18	B 6.00/18	Own 19E	6-3 1/2 x 3 1/2	214.7	27.3	60-2800	L	C	C	2 1/2	6 1/2	4	CC	No	Car	S	N-E	N-E	9	
10	Studebaker	595	114	114	4000	2330	B 5.25/19	B 5.25/19	Own	6-3 1/2 x 3 1/2	221	21.3	70-3200	L	C	C	2 1/2	6 1/2	4	CC	No	Car	S	N-E	N-E	10
11	Willys Six	395	113	113	4000	1923	B 5.00/19	B 5.00/19	Own C-113	6-3 1/2 x 3 1/2	193.0	25.3	65-3400	L	C	C	2 1/2	6 1/2	4	CC	No	Car	S	N-E	N-E	11
1500 Pounds																										
12	Dodge Brothers	490	124	124	4760	2260	B 6.00/20	B 6.00/20	Own	4-3 1/2 x 4 1/2	196	21.0	45-2800	L	C	C	2 1/2	6 1/2	3	PC	No	Car	V	D-R	D-R	12
13	Dodge Brothers	595	124	124	4860	2360	B 6.00/20	B 6.00/20	Own	4-3 1/2 x 4 1/2	208.0	27.3	63-3200	L	C	C	2 1/2	6 1/2	3	FP	No	Car	V	D-R	D-R	13
14	Fargo Clipper	725	120	128	6800	2340	B 5.50/18	B 5.50/18	Own	6-3 1/2 x 3 1/2	195.6	23.4	48-2800	L	C	C	2 1/2	6 1/2	3	FP	No	Car	S	N-E	N-E	14
15	Fisher-St. J.B.-BX	645	130	141	6500	2825	B 5.50/20	B 5.50/20	Own W10	6-3 1/2 x 3 1/2	200.3	26.3	58-3000	L	C	C	2 1/2	6 1/2	3	FP	No	Car	M	D-R	D-R	15
16	(X) Gen. Mot. T-15	645	130	141	6500	2825	B 5.50/20	B 5.50/20	Own	6-3 1/2 x 3 1/2	200.3	26.3	58-3000	L	C	C	2 1/2	6 1/2	3	PC	No	Car	M	D-R	D-R	16
17	International... AW-1	650	136	136	6260	2620	B 5.25/20	B 5.25/20	Wau XA	4-3 1/2 x 4 1/2	173	19.6	30-2700	L	C	C	2 1/2	6 1/2	3	FP	No	Car	V	D-R	D-R	17
18	Relay... 15AA	1370	131	131	7800	3750	P 30x5	P 30x5	Own 17E	6-3 1/2 x 3 1/2	214.7	27.3	52-2200	L	C	C	2 1/2	6 1/2	3	FP	No	Car	V	A-L	A-L	18
1 Ton																										
19	Atterbury... A	132	145	7000	3400	P 30x5	P 30x5	Lyc WTG	6-3 1/2 x 3 1/2	201.4	21.6	64-2800	L	C	C	2 1/2	6 1/2	4	CC	No	Zen	G	D-R	D-R	19	
20	Brookway... 60	132	141	6000	3200	P 30x5	P 30x5	Con	6-3 1/2 x 3 1/2	214.7	27.3	61-3000	L	C	C	2 1/2	6 1/2	4	CC	No	Zen	V	A-L	A-L	20	
21	Brookway... 65	137	141	6500	3400	P 30x5	P 30x5	Con	6-3 1/2 x 3 1/2	248.2	27.3	65-2700	L	C	C	2 1/2	6 1/2	4	CC	No	Zen	V	A-L	A-L	21	
22	Commerce... S-11	1600	142	162	8000	3900	P 30x5	P 30x5	Bud HS6	6-3 1/2 x 3 1/2	241.6	27.3	53-2200	L	C	C	2 1/2	6 1/2	4	CC	No	Zen	V	A-L	A-L	22
23	Concor... CAV-6	885	131	180	8000	3550	B 6.00/20	B 6.00/20	Con 25A	6-3 1/2 x 3 1/2	214	27.3	61-3000	L	C	C	2 1/2	6 1/2	4	FP	No	Til	M	A-L	A-L	23
24	Day Elder	695	135	158	8000	3200	B 6.00/20	B 6.50/20	Her JXA	6-3 1/2 x 3 1/2	214.7	27.3	61-3000	L	C	C	2 1/2	6 1/2	4	FP	No	Zen	M	D-R	D-R	24
25	Diamond T...	645	130	141	6500	2825	B 5.50/20	B 6.50/20	Own	6-3 1/2 x 3 1/2	196	21.0	45-2800	L	C	C	2 1/2	6 1/2	3	FP	No	Car	V	D-R	D-R	25
26	Dodge Brothers	495	133	133	5840	2590	P 6.00/20	P 32x6	Own	4-3 1/2 x 4 1/2	196	21.0	45-2800	L	C	C	2 1/2	6 1/2	3	PC	No	Car	V	D-R	D-R	26
27	Dodge Brothers	595	133	133	5940	2690	P 6.00/20	P 32x6	Own	4-3 1/2 x 4 1/2	208.0	27.3	63-3200	L	C	C	2 1/2	6 1/2	4	FP	No	Car	V	D-R	D-R	27
28	Douglas...	1095	135	145	7500	3075	P 30x5	P 30x5	Bud J214	6-3 1/2 x 3 1/2	214.7	27.3	61-3000	L	C	C	2 1/2	6 1/2	4	CC	No	Zen	V	A-L	A-L	28
29	Fargo Freighter	795	128	136	7350	2725	B 6.00/20	P 32x6	Own	6-3 1/2 x 3 1/2	189.8	23.4	48-2800	L	C	C	2 1/2	6 1/2	3	FP	No	Car	S	N-E	N-E	29
30	Fisher-St. Sp. X-1-11	128	146	7800	3150	P 30x5	P 30x5	Con W-20	6-3 1/2 x 3 1/2	241.6	27.3	53-2200	L	C	C	2 1/2	6 1/2	4	CC	No	Zen	V	A-L	A-L	30	
31	Garford... S-11	1600	142	162	8000	3900	P 30x5	P 30x5	Bud HS6	6-3 1/2 x 3 1/2	241.6	27.3	53-2200	L	C	C	2 1/2	6 1/2	4	CC	No	Zen	V	A-L	A-L	31
32	(X) Gen. Mot. T-15 or T-17	675	130	141	6500	2670	B 7.00/20	B 7.00/20	Pontiac	6-3 1/2 x 3 1/2	200.3	26.3	60-3000	L	C	C	2 1/2	6 1/2	3	FP	No	Mar	M	D-R	D-R	32
33	Gramm... AX-4, 1-14	795	131	180	8000	3550	B 6.00/20	B 6.50/20	Con W-10	4-3 1/2 x 4 1/2	200.4	24.0	50-2800	L	C	C	2 1/2	6 1/2	3	FP	No	Til	M	A-L	A-L	33
34	Gramm... AX-6, 1-14	895	131	180	8000	3550	B 6.00/20	B 6.50/20	Con 25A	6-3 1/2 x 3 1/2	214	27.4	74-3300	L	C	C	2 1/2	6 1/2	4	FP	No	Til	M	A-L	A-L	34
35	Gramm-Bernstein...	124	146	7000	3100	B 6.00/20	DB6.20/20	Lyc CT	4-3 1/2 x 4 1/2	220.9	22.5	43-2350	L	C	C	2 1/2	6 1/2	4	FP	No	Zen	G	D-R	D-R	35	
36	Hahn & Selden...	124	146	7000	3100	B 6.00/20	DB6.20/20	Con 29L	6-3 1/2 x 3 1/2	185.0	19.8	45-2300	L	C	C	2 1/2	6 1/2	4	CC	No	Zen	V	A-L	A-L	36	
37	Indiana... 60	132	141	6000	3200	P 30x5	P 30x5	Con	6-3 1/2 x 3 1/2	214.7	27.3	61-3000	L	C	C	2 1/2	6 1/2	4	CC	No	Zen	V	A-L	A-L	37	
38	Indiana... 64	137	149	6500	3400	P 30x5	P 30x5	Con	6-3 1/2 x 3 1/2	248.2	27.3	65-2700	L	C	C	2 1/2	6 1/2	4	CC	No	Zen	V	A-L	A-L	38	
39	LaFrance-Republic A-1	795	132	6000	3000	B 5.50/20	P 32x6	Lyc WTG	6-3 1/2 x 3 1/2	201.5	21.5	60-2500	L	C	C	2 1/2	6 1/2	4	CC	No	Zen	V	A-L	A-L	39	
40	LaFra.-Republic AA-1	810	144	6000	3000	B 5.50/20	P 32x6	Lyc WTG	6-3 1/2 x 3 1/2	201.5	21.5	60-2500	L	C	C	2 1/2	6 1/2	4	CC	No	Zen	V	A-L	A-L	40	
41	Relay... 15A-B	1400	131	162	8000	3800	P 30x5	P 30x5	Con 17E	6-3 1/2 x 3 1/2	214.7	27.3	52-2200	L	C	C	2 1/2	6 1/2	4	CC	No	Zen	V	A-L	A-L	41
42	Relay... 614	1700	142	162	8000	4050	P 30x5	P 30x5	Bud HS6	6-3 1/2 x 3 1/2	241.6	27.3	53-2200	L	C	C	2 1/2	6 1/2	4	CC	No	Zen	V	A-L	A-L	42
43	Rugby... 614	1700	142	162	8000	4050	P 30x5	P 30x5	Con 22-A	6-3 1/2 x 3 1/2	199.0	25.3	71-3300	L	C	C	2 1/2	6 1/2	4	CC	No	Zen	V	A-L	A-L	43
44	Service... 611	1600	142	162	8000	3900	P 30x5	P 30x5	Bud HS6	6-3 1/2 x 3 1/2	241.6	27.3	53-2200	L	C	C	2 1/2	6 1/2	4	CC	No	Zen	V	A-L	A-L	44
45	Sterling... FB30	142	162	8000	2950	B 6.50/20	B 6.50/20	Con 25A	6-3 1/2 x 3 1/2	214.7	27.3	72-3300	L	C	C	2 1/2										

Line Number	Radiator Make	Clutch	Gear Set	Location	No. of Forward Speeds	Aux. Locat. and Speeds	Universal Make and No.	Rear Axle		Front Axle		Brakes		Frame	Body Mounting Data		Springs		Auxiliary Type	Line Number					
								Type	Gear Ratios	Type	Make and Model	Service	Area Service Brakes		Steering Gear Make	Dim. Side Rail	Type	Cab to Rear of Frame			Cab to Rear Axle	Width of Frame	Front	Rear	
1000 Pounds																									
1	Har	P.Own	Own Ind.	U	3	No	Own	Own Int.	S	U	4.1	13.6	Own Ind.	O41M	101 21	Own	5x2 1/2 x 1 1/2	C	53 1/2	28 1/2	36x1 1/2	54x1 1/2	N	1	
2	Fed	P.B&B	Own	U	3	No	U-P 2	Own	S	U	4.6	13.6	Own	L41H	125 TX	War	5x1 1/2 x 1 1/2	C	53 1/2	28 1/2	36x1 1/2	54x1 1/2	N	2	
3	Fed	P.B&B	Own	U	3	No	Own	Own	S	U	4.6	13.6	Own	L41H	125 TX	War	5x1 1/2 x 1 1/2	C	53 1/2	28 1/2	36x1 1/2	54x1 1/2	N	3	
4	Own	D.Own	Own	U	3	No	Own	Own	S	U	4.7	14.3	Own	O41M	168 21	Own	5x1 1/2 x 1 1/2	C	53 1/2	28 1/2	36x1 1/2	54x1 1/2	N	4	
5	Own	D.Own	Own	U	3	No	Own	Own	S	U	4.7	14.3	Own	O41M	168 21	Own	5x1 1/2 x 1 1/2	C	53 1/2	28 1/2	36x1 1/2	54x1 1/2	N	5	
6	Lon	P.Own	Pontiac	U	3	No	M.M.	Pontiac	S	U	4.4	14.7	Pontiac	S41M	200 41	Jac	5x1 1/2 x 1 1/2	C	68 1/2	39	44	38x2	50 1/2 x 2 1/2	N	6
7	Lon	P.Own	Pontiac	U	3	No	M.M.	Tim 51500	S	U	4.4	14.7	Tim 11709	B41M	308 41	Jac	5 1/2 x 2 1/2 x 1 1/2	C	68 1/2	39	44	38x2	50 1/2 x 2 1/2	N	7
8	Lon	P.Own	Pontiac	U	3	No	M.M.	Tim 51500	S	U	4.4	14.7	Tim 11709	B41M	308 41	Jac	5 1/2 x 2 1/2 x 1 1/2	C	68 1/2	39	44	38x2	50 1/2 x 2 1/2	N	8
9	Har	P.B&B	W-G	U	3	No	Spi	Sal	S	U	4.7	15.2	Sal	L41H	141 TX	Ros	5 1/2 x 2 1/2 x 1 1/2	C	53 1/2	28 1/2	36x1 1/2	54x1 1/2	N	9	
10	McC	P.Own	W-G	U	3	No	Spi 2	Own	S	U	4.7	15.2	Own	B41M	148 41	Ros	5 1/2 x 2 1/2 x 1 1/2	C	53 1/2	28 1/2	36x1 1/2	54x1 1/2	N	10	
11	Fed	P.B&B	W-G	U	3	No	Spi	Own	S	U	4.6	12.4	Own	B41M	143 41	Own	5 1/2 x 2 1/2 x 1 1/2	C	53 1/2	28 1/2	36x1 1/2	54x1 1/2	N	11	
1500 Pounds																									
12	Fed	P.B&B	W-G	U	3	No	Spi	Own	S	U	5.63	21.2	Own	L41H	189 TX	Han	6x2 1/2 x 1 1/2	C	66 1/2	31	37 1/2	39x2	48x2 1/2	N	12
13	Fed	P.B&B	W-G	U	3	No	Spi	Own	S	U	5.63	21.2	Own	L41H	189 TX	Han	6x2 1/2 x 1 1/2	C	66 1/2	31	37 1/2	39x2	48x2 1/2	N	13
14	Own	D.Own	W-G T9	U	3	No	Own	Sal F	S	U	4.9	15.5	Sal F	L41H	362 TX	Ros	6 1/2 x 2 1/2 x 1 1/2	C	84	47 1/2	32	40x2	54x2 1/2	N	14
15	Own	P.Own	W-G T9	U	3	No	M.M.	Tim 51500	S	U	4.4	14.7	Tim 11709	B41M	308 41	Jac	6x2 1/2 x 1 1/2	C	87	48	34	38x2	50 1/2 x 2 1/2	N	15
16	Lon	P.Own	W-G T9	U	3	No	M.M.	Tim 51500	S	U	4.4	14.7	Tim 11709	B41M	308 41	Jac	6x2 1/2 x 1 1/2	C	87	48	34	38x2	50 1/2 x 2 1/2	N	16
17	Mod	P.Own	W-G T9	U	3	No	M.M.	Tim 51500	S	U	4.4	14.7	Tim 11709	B41M	308 41	Jac	6x2 1/2 x 1 1/2	C	87	48	34	38x2	50 1/2 x 2 1/2	N	17
18	Lon	P.B&B	W-G T9	U	4	No	Blo	Own	2R	U	6.00	38.4	Col 5540	L41H	297 FX	Han	6x2 1/2 x 1 1/2	C	96	55	34	36x2 1/2	48x2 1/2	N	18
1 Ton																									
19	Fed	P.B&B	War T9	U	4	No	Spi 300	Tim 51000H	B	U	6.20	39.7	Tim 11710H	L41H	424	Gem	5 1/2 x 3 1/2 x 1 1/2	C	96	53 1/2	34	38x2 1/2	50x2 1/2	N	19
20	G&O	P.B&B	War T9	U	4	No	Spi 2	Col	S	U	5.59	19.8	Col	B41M	297 TX	Ros	5 1/2 x 2 1/2 x 1 1/2	C	90	52 1/2	34	37x2 1/2	52x2 1/2	N	20
21	G&O	P.B&B	War T9	U	4	No	Spi 2	Col	S	U	5.59	19.8	Col	C41M	294 TX	Ros	5 1/2 x 2 1/2 x 1 1/2	C	90	52 1/2	34	37x2 1/2	52x2 1/2	N	21
22	Lon	P.B-L	B-L 20	U	4	No	Blo	Col 54028	SF	U	5.12	21.3	Col 5530	L41H	297 FX	Han	6x2 1/2 x 1 1/2	C	103 1/2	63	34	36x2 1/2	48x2 1/2	N	22
23	Per	D.Jon	W-G T9	U	4	No	Blo	Tim 53200BF	BF	U	5.66	36.3	Tim 3000	L41H	380 FD	Ros	6x2 1/2 x 1 1/2	C	81 1/2	51 1/2	34	36x2 1/2	45x2 1/2	N	23
24	G&O	P.B&B	W-G T9	U	4	No	Spi	Cla B375	SF	U	5.66	36.3	Tim	B41M	241 41	Ros	5 1/2 x 2 1/2 x 1 1/2	C	106 1/2	58 1/2	34	40x2 1/2	54x2 1/2	N	24
25	G&O	P.B&B	W-G T9	U	4	No	Spi 2	Cla B375	SF	U	5.66	36.3	Tim	L41H	252 TX	Ros	6 1/2 x 2 1/2 x 1 1/2	C	93	51 1/2	34	42x2	50x2 1/2	N	25
26	Fed	P.B&B	W-G T9	U	4	No	Spi	Own	S	U	5.66	36.3	Tim	L41H	206 TX	Han	6 1/2 x 2 1/2 x 1 1/2	C	85 1/2	50	37 1/2	39x2	48x2 1/2	N	26
27	Fed	P.B&B	W-G T9	U	4	No	Spi	Own	S	U	5.66	36.3	Tim	L41H	206 TX	Han	6 1/2 x 2 1/2 x 1 1/2	C	85 1/2	50	37 1/2	39x2	48x2 1/2	N	27
28	Mod	P.B&B	W-G T9	U	4	No	M.M.	Cla B370	SF	U	5.66	36.3	Cla F208	L41H	377 FX	Ros	5 1/2 x 3 1/2 x 1 1/2	C	96	58 1/2	34	39 1/2 x 2	49x2 1/2	N	28
29	Own	P.Own	Cov F4B	U	4	No	Spi 3	Tim 52200H	SF	U	5.66	36.3	Tim 11703H	L41H	377 FX	Ros	5 1/2 x 3 1/2 x 1 1/2	C	96	58 1/2	34	39 1/2 x 2	49x2 1/2	N	29
30	Lon	P.Own	B-L 20	U	4	No	Blo	Col 54028	SF	U	5.1	25.5	Col 5530	L41H	297 FX	Han	6x2 1/2 x 1 1/2	C	103 1/2	63	34	36x2 1/2	48x2 1/2	N	30
31	Lon	P.Own	B-L 20	U	4	No	Blo	Col 54028	SF	U	5.1	25.5	Col 5530	L41H	297 FX	Han	6x2 1/2 x 1 1/2	C	103 1/2	63	34	36x2 1/2	48x2 1/2	N	31
32	Lon	P.Own	B-L 20	U	4	No	M.M.	Tim 51000H	SF	U	5.66	36.3	Tim 11709	B41M	308 41	Jac	6x2 1/2 x 1 1/2	C	87	48	34	38x2	50 1/2 x 2 1/2	N	32
33	Per	D.Jon	W-G T9	U	4	No	Blo	Tim 53200H	BF	U	5.66	36.3	Tim	L41H	380 FD	Ros	6x2 1/2 x 1 1/2	C	81 1/2	51 1/2	34	36x2 1/2	45x2 1/2	N	33
34	Per	D.Jon	W-G T9	U	4	No	Blo	Tim 53200H	BF	U	5.66	36.3	Tim	L41H	380 FD	Ros	6x2 1/2 x 1 1/2	C	81 1/2	51 1/2	34	36x2 1/2	45x2 1/2	N	34
35	Own	D.Ful	Ful DU-10	U	3	No	Blo	Tim 52200H	BF	U	5.66	36.3	Tim 11703H	L41H	380 FD	Ros	6x2 1/2 x 1 1/2	C	81 1/2	51 1/2	34	36x2 1/2	45x2 1/2	N	35
36	G&O	P.B&B	W-G	U	3	No	Blo	Tim 52000 H	BF	U	5.66	36.3	Tim 11703H	L41H	380 FD	Ros	6x2 1/2 x 1 1/2	C	81 1/2	51 1/2	34	36x2 1/2	45x2 1/2	N	36
37	G&O	P.B&B	W-G	U	3	No	Blo	Tim 52000 H	BF	U	5.66	36.3	Tim 11703H	L41H	380 FD	Ros	6x2 1/2 x 1 1/2	C	81 1/2	51 1/2	34	36x2 1/2	45x2 1/2	N	37
38	Lon	P.B&B	W-G	U	3	No	Spi 2	Col	S	U	5.59	19.8	Col	B41M	297 TX	Ros	5 1/2 x 2 1/2 x 1 1/2	C	90	52 1/2	34	37x2 1/2	52x2 1/2	N	38
39	Lon	P.B&B	W-G	U	3	No	Spi 2	Col	S	U	5.59	19.8	Col	C41M	244 TX	Ros	5 1/2 x 2 1/2 x 1 1/2	C	90	52 1/2	34	37x2 1/2	52x2 1/2	N	39
40	G&O	P.B&B	Ful Wo-BB	U	4	No	S-P 3	Tim 51000H	SF	U	5.66	36.3	Tim 11710H	L41H	378 TX	Han	5 1/2 x 2 1/2 x 1 1/2	C	96	54 1/2	31 1/2	38x2	52 1/2 x 2 1/2	N	40
41	Lon	P.B&B	Ful Wo-BB	U	4	No	S-P 3	Tim 51000H	SF	U	5.66	36.3	Tim 11710H	L41H	378 TX	Han	5 1/2 x 2 1/2 x 1 1/2	C	96	54 1/2	31 1/2	38x2	52 1/2 x 2 1/2	N	41
42	Lon	P.B&B	W-G T9	U	4	No	Blo	Own 20B	2R	U	6.00	38.4	Col 5540	L41H	297 FX	Han	6x2 1/2 x 1 1/2	C	106 1/2	63	34	36x2 1/2	48x2 1/2	N	42
43	McC	P.B&B	B-L 20	U	4	No	Blo	Adams	SF	U	5.14	25.5	Col 5530	L41H	297 FX	Han	6x2 1/2 x 1 1/2	C	103 1/2	63	34	36x2 1/2	48x2 1/2	N	43
44	Lon	P.B-L	B-L 20	U	4	No	Spi	Adams	SF	U	5.1	25.5	Col 5530	L41H	297 FX	Han	6x2 1/2 x 1 1/2	C	103 1/2	63	34	36x2 1/2	48x2 1/2	N	44
45	Per	P.B&B	Cov F4B	U	4	No	Spi	Tim	SF	U	5.66	36.3	Tim	L41H	269 TX	Ros	6x2 1/2 x 1 1/2	C	96	57	34	38x2 1/2	50x2 1/2	N	45
46	Fed	P.B&B	W-G	U	4	No	Spi	Own	SF	U	5.66	36.3	Tim	B41M	269 TX	Ros	6x2 1/2 x 1 1/2	C	96	57	34	38x2 1/2	50x2 1/2	N	46
47	Fed	P.B&B	W-G	U	4	No	Spi	Own	SF	U	5.66	36.3	Tim	B41M	26										

Line Number	Make, Model and Capacity	General			Tire Size		Engine														Fuel System		Electrical System		Line Number	
		Chassis Price	Standard W.B.	Max. W.B. Furnished	Gross Vehicle Wt. (See Key Note)	Chassis Wt. (Stripped)	Front	Rear	Make and Model	Number of Cylinders Bore and Stroke	Piston Displacement	N.A.C.C. Rated H.P.	Max. Brake H.P. at Specified R.P.M.	Valve Arrangement	Camshaft Drive	Piston Material	Dia. Main Bearings	Length Main Bearings	No. Main Bearings	Oiling System	Governor Make	Carburetor Make	Fuel Feed	Ignition System Make		Generator, Starter Make
1½ Ton—Cont'd																										
1	Gramm... BX4, 1½-2	895	131	180	10000	3525	B 6.00/20	DB6.00/20	Con W-10	4-3¼x4¼	200.4	24.0	50-2800	L	C	A	2¼	5¼	3	PC	No	Til	M	A-L	A-L	1
2	Gramm... BX-6, 1½-2	995	131	180	10000	3725	B 6.00/20	DB6.00/20	Con 25A	6-3¼x4¼	214.7	27.3	74-3300	L	C	A	2¼	6¼	4	FC	No	Til	M	A-L	A-L	2
3	Gramm-Bernstein... J	9200	146	180	9200	3980	B 6.50/20	DB6.50/20	Bud J-214	6-3¼x4¼	214.0	27.3	62-3000	L	C	A	2¼	6¼	4	FC	No	Til	M	A-L	A-L	3
4	Hahn & Selden... 17	142	142	180	7900	3750	P 32x6	P 32x6	Con 18E	6-3¼x4¼	214.7	27.3	66-3000	L	C	A	2¼	8¼	4	FC	No	Til	M	A-L	A-L	4
5	Hahn... 317H	142	142	180	7900	3900	P 32x6	P 32x6	Con 16C	6-3¼x4¼	214.7	27.3	65-2700	L	C	A	2¼	8¼	4	FC	No	Til	M	A-L	A-L	5
6	Indiana... 111	129	165	9000	9000	3600	P 30x5	P 32x6	Her	6-4x5	251.3	25.6	46-2000	L	C	A	2¼	10¼	4	FC	No	Til	M	A-L	A-L	6
7	Indiana... 89	149	168	9000	9000	4050	P 32x6	P 32x6	Con	6-3¼x4¼	248.2	27.3	65-2700	L	C	A	2¼	10¼	4	FC	No	Til	M	A-L	A-L	7
8	International... A-2	675	136	160	10000	2935	B 5.50/20	B 6.00/20	Wau XAH	4-3¼x4¼	186	21	39-2400	L	C	A	2¼	6¼	3	FC	No	Til	M	A-L	A-L	8
9	International... B-2	725	136	160	10000	2959	B 5.50/20	B 6.00/20	Wau XAH	4-3¼x4¼	186	21	39-2400	L	C	A	2¼	6¼	3	FC	No	Til	M	A-L	A-L	9
10	International... AL-3	1450	138	164	10000	4032	B 6.00/20	DB6.00/20	Lye 48LH	6-3¼x4¼	224	25.3	61-3000	L	C	A	2¼	8¼	4	FC	No	Til	M	A-L	A-L	10
11	Kenworth... 85	1550	140	152	7500	3700	P 30x5	DP30x5	Con 18E	6-3¼x4¼	214.7	27.3	65-2700	L	C	A	2¼	8¼	4	FC	No	Til	M	A-L	A-L	11
12	Kleiber... 80	140	152	8000	8000	3625	B 7.00/20	B 7.00/20	Con 18E	6-3¼x4¼	214.7	27.3	61-3000	L	C	A	2¼	8¼	4	FC	No	Til	M	A-L	A-L	12
13	LaFrance-Republic C-1	144	175	7500	7500	3300	B 6.00/20	P 32x6	Lye 48L	6-3¼x4¼	224.0	25.3	61-2750	L	C	A	2¼	8¼	4	FC	No	Til	M	A-L	A-L	13
14	Lange... R	2225	140	172	9300	4600	P 32x6	P 32x6	Her WXB	6-3¼x4¼	298.0	33.7	67-2400	L	C	A	2¼	13¼	4	FC	No	Til	M	A-L	A-L	14
15	Larrabee... 25	1945	152	160	9375	4200	B 7.00/20	B 7.00/20	Con 16C	6-3¼x4¼	248.2	27.3	65-2700	L	C	A	2¼	10¼	4	FC	No	Til	M	A-L	A-L	15
16	LeMoon... HB10	1500	140	152	7500	3300	B 6.50/20	B 6.50/20	Con 16C	6-3¼x4¼	248.0	27.3	65-2800	L	C	A	2¼	10¼	4	FC	No	Til	M	A-L	A-L	16
17	Maccar... 36200	1050	154	171	10100	4800	P 32x6	DP32x6	Bud HS	6-3¼x4¼	241.6	27.3	57-2400	L	C	A	2¼	10¼	4	FC	No	Til	M	A-L	A-L	17
18	Maccar... 36A	1900	155	171	10100	4800	P 32x6	DP32x6	Bud H-298	6-3¼x4¼	241.6	27.3	57-2400	L	C	A	2¼	10¼	4	FC	No	Til	M	A-L	A-L	18
19	Mack... BL	2500	138	148	7000	4000	B 6.00/20	DB6.00/20	Own BL	6-3¼x5	248.9	25.4	58-2600	L	C	A	2¼	10¼	4	FC	No	Til	M	A-L	A-L	19
20	Netco... A	2800	146	168	7000	4000	B 6.00/20	B 6.00/20	Wau 6TL	6-3¼x4¼	255.0	27.3	68-2600	L	C	A	2¼	7¼	4	FC	No	Til	M	A-L	A-L	20
21	Relay... S 11	1900	162	180	9000	5300	P 34x5	DP34x5	Bud DS 6	6-3¼x5	309.6	31.5	56-2100	L	C	A	2¼	8¼	4	FC	No	Til	M	A-L	A-L	21
22	Relay... S 11	1900	162	180	9000	4500	P 30x5	DP30x5	Bud HS 6	6-3¼x5	241.6	27.3	53-2200	L	C	A	2¼	8¼	4	FC	No	Til	M	A-L	A-L	22
23	Reo... 1A, 1C	625	136	160	8000	3900	P 32x6	P 32x6	Own	6-3¼x4¼	205.5	25.3	70-3200	L	C	A	2¼	9¼	4	CC	No	Til	M	A-L	A-L	23
24	Reo... 1B, 1D	725	136	160	8000	3900	P 32x6	P 32x6	Own	6-3¼x4¼	214.7	27.3	61-3000	L	C	A	2¼	8¼	4	FC	No	Til	M	A-L	A-L	24
25	Reo... DFX Tonner	1095	129	135	9000	3200	B 6.00/20	DB6.00/20	Own	6-3¼x5	268.3	27.3	85-3200	L	C	A	2¼	12¼	7	CC	No	Sch	V	A-L	A-L	25
26	Reo... DFX Tonner	895	129	135	9000	3200	B 6.00/20	P 32x6	Own	6-3¼x5	268.3	27.3	85-3200	L	C	A	2¼	12¼	7	CC	No	Sch	V	A-L	A-L	26
27	Rugby... 6-15	865	135	160	7150	2850	B 5.50/20	P 32x6	Con 22A	6-3¼x4¼	199.0	25.3	71-3300	L	C	A	2¼	6¼	4	CC	No	Til	M	A-L	A-L	27
28	Schacht... 10	156	170	7900	7900	4400	B 6.50/20	DB6.50/20	Con 16C	6-3¼x4¼	248.3	27.3	65-2600	L	C	A	2¼	10¼	4	FC	No	Til	M	A-L	A-L	28
29	Selden... 317	142	180	7900	7900	3900	P 32x6	P 32x6	Con 16C	6-3¼x4¼	248.2	27.3	65-2600	L	C	A	2¼	10¼	4	FC	No	Til	M	A-L	A-L	29
30	Service... 40	2990	168	180	9000	4700	P 34x5	DP34x5	Bud DS 6	6-3¼x5	309.6	31.5	56-2100	L	C	A	2¼	8¼	4	FC	No	Til	M	A-L	A-L	30
31	Service... S11	1900	162	180	9000	4300	P 30x5	DP30x5	Bud HS6	6-3¼x4¼	241.6	27.3	53-2200	L	C	A	2¼	8¼	4	FC	No	Til	M	A-L	A-L	31
32	Sterling... FB30	142	162	180	7900	2950	B 6.50/20	B 6.50/20	Con 25A	6-3¼x4¼	214.7	27.3	72-3300	L	C	A	2¼	6¼	4	CC	No	Til	M	A-L	A-L	32
33	Sterling... FB35-1½, 1¾	142	162	180	7900	3050	B 6.50/20	B 6.50/20	Con 25A	6-3¼x4¼	214.7	27.3	72-3300	L	C	A	2¼	6¼	4	CC	No	Til	M	A-L	A-L	33
34	Stewart... 40	895	130	160	7900	3215	B 6.50/20	DB6.50/20	Lye AFE	4-3¼x4¼	199.0	22.5	50-2600	L	C	A	2¼	7¼	4	CC	No	Til	M	A-L	A-L	34
35	Stewart... 40X	995	130	160	7900	3350	B 6.50/20	DB6.50/20	Lye	4-3¼x4¼	201.5	21.6	40-2800	L	C	A	2¼	7¼	4	CC	No	Til	M	A-L	A-L	35
36	Stewart... 34X	1195	156	170	7900	3710	B 6.50/20	DB6.50/20	Lye 48L	6-3¼x4¼	224.0	25.3	61-2600	L	C	A	2¼	9¼	4	CC	No	Til	M	A-L	A-L	36
37	Studebaker... S-20	695	130	160	7900	2985	B 6.00/20	P 32x6	Own	6-3¼x4¼	205.5	25.4	70-3200	L	C	A	2¼	9¼	4	CC	No	Til	M	A-L	A-L	37
38	White... 61	2450	148	196	11000	4789	P 30x5	DP30x5	Own A4	6-3¼x4¼	299.0	33.7	61-2100	L	C	A	2¼	9¼	4	FC	No	Til	M	A-L	A-L	38
39	Wichita... 6-21	2600	160	Op	11000	4695	P 32x6	DP32x6	Wau MS	6-3¼x4¼	315.7	37.7	70-2200	L	C	A	2¼	12¼	7	CC	No	Til	M	A-L	A-L	39
40	Willys Six... C-131	595	131	170	7000	2625	B 5.50/20	P 32x6	Own C-131	6-3¼x3½	193.0	25.3	65-3400	L	C	A	2¼	6¼	4	CC	No	Til	M	A-L	A-L	40
41	Willys Six... C157	630	157	157	7000	2900	B 5.50/20	P 32x6	Own C-157	6-3¼x3½	193.0	25.3	65-3400	L	C	A	2¼	6¼	4	CC	No	Til	M	A-L	A-L	41
42	Witt-Will... 61B5	2100	147	180	10500	4500	P 30x5	DP30x5	Con 54	6-4x4¼	255.3	28.9	50-2200	L	C	A	2¼	8¼	3	CC	No	Til	M	A-L	A-L	42
43	Witt-Will... C15B	2200	158	180	10500	5170	P 30x5	DP30x5	Con 16C	6-3¼x4¼	248.2	27.3	66-3200	L	C	A	2¼	10¼	4	FC	No	Til	M	A-L	A-L	43
44	Woods... 32	1995	160	Op	10000	4400	B 6.50/20	DB6.50/20	Her WXA-2	6-3¼x4¼	260.9	29.4	60-2400	L	C	A	2¼	13¼	4	FC	No	Til	M	A-L	A-L	44
45	World... DB-60	1645	150	166	10000	3900	B 6.50/20	DB6.50/20	Lye 48L	6-3¼x4¼	224	25.3	61-2750	L	C	A	2¼	7¼	4	FC	No	Til	M	A-L	A-L	45
1¾ Ton																										
46	Condor... CB	1460	140	174	12000	4150	B 6.50/20	DB6.50/20	Lye 48L	6-3¼x4¼	224.0	25.3	61-2900	L	C	A	2¼	8¼	4	FC	No	Til	M	A-L	A-L	46
47	Federal... F7	1525	132	152	9000	3765	P 30x5	DP30x5	Con 16C	6-3¼x4¼	248.0															

Line Number	Clutch	Gearset	Rear Axle	Front Axle	Brakes	Frame	Body Mounting	Springs	Auxiliary Type	Line Number															
Radiator Make	Type and Make	Make and Model	Location	No. of Forward Speeds	Aux. Locat. and Speeds	Universal Make and No.	Make and Model	Final Drive and Type	Gear Ratios	Reduc. in High	Reduc. in Low	Make and Model	Service	Area Service Brakes	Hand	Steering Gear Make	Dim. Side Rail	Type	Cap to Rear of Frame	Cap to Rear Axle	Width of Frame	Front	Rear	Auxiliary Type	Line Number
1 Per	D.Jon	W-GT9	U	4	No	Blo	Tim 52300 H	BF	H 6.2	39.6	Tim	L4IH	380 FD	Ros	6x2 1/4 x 1/4	C	81 1/2	51 1/4	34	36x2 1/4	45x2 1/4	45x2 1/4	45x2 1/4	45x2 1/4	1
2 Per	D.Jon	W-GT9	U	4	No	Blo	Tim 52300 H	BF	H 6.2	39.6	Tim	L4IH	380 FD	Ros	6x2 1/4 x 1/4	C	81 1/2	51 1/4	34	36x2 1/4	45x2 1/4	45x2 1/4	45x2 1/4	45x2 1/4	2
3 Chi	D.B-L	B-L 214	U	4	No	Spl	Tim 52300 H	BF	H 5.8	37.4	Tim	L4IH	380 TX	Ros	6x2 1/4 x 1/4	C	118 1/2	73 1/4	34	42x2 1/4	50x2 1/4	50x2 1/4	50x2 1/4	50x2 1/4	3
4 Chi	D.B-L	B-L 20	U	4	No	Blo	Tim 52000 H	BF	H 5.1	35.1	Tim	L4IH	380 TX	Ros	6x2 1/4 x 1/4	C	110	66	34	41x2 1/4	50x2 1/4	50x2 1/4	50x2 1/4	50x2 1/4	4
5 McO	P.B&B	B-L	U	4	No	Spl	Tim 52300 H	BF	H 5.5	26.4	Shu	K2IM	432 21	Ros	5 1/2 x 3 1/4 x 1/4	C	99	54	34	40x2 1/4	54x2 1/4	54x2 1/4	54x2 1/4	54x2 1/4	5
6 Mod	P.B&B	B-L	U	4	No	Spl	Tim 52300 H	BF	H 5.5	26.4	Shu	K2IM	432 21	Ros	5 1/2 x 3 1/4 x 1/4	C	99	54	34	40x2 1/4	54x2 1/4	54x2 1/4	54x2 1/4	54x2 1/4	6
7 Mod	P.M.M.	War T-9	U	4	No	MM.4	Own 702	SF	H 6.16	39.5	Own 101	BE4IM	212 TX	Ros	5 1/2 x 2 1/4 x 1/4	C	93 1/2	53 1/2	32 1/2	40x2 1/4	46x2 1/4	46x2 1/4	46x2 1/4	46x2 1/4	7
8 Mod	P.M.M.	M.M. "O"	U	4	No	MM.4	Own 701	SF	H 6.16	39.5	Own 101	BE4IM	212 TX	Ros	5 1/2 x 2 1/4 x 1/4	C	93 1/2	53 1/2	32 1/2	40x2 1/4	46x2 1/4	46x2 1/4	46x2 1/4	46x2 1/4	8
9 Mod	P.M.M.	M.M. "O"	U	4	No	MM.4	Own 701	SF	H 6.16	39.5	Own 101	BE4IM	212 TX	Ros	5 1/2 x 2 1/4 x 1/4	C	93 1/2	53 1/2	32 1/2	40x2 1/4	46x2 1/4	46x2 1/4	46x2 1/4	46x2 1/4	9
10 Per	P.B-L	B-L	U	4	No	Spl	Tim 52300 H	BF	H 5.4	34.6	Cla F208	L4IH	220 TX	Ros	5 1/2 x 3 1/4 x 1/4	C	96	58	34 1/2	40x2 1/4	52x3	52x3	52x3	52x3	10
11 Mod	D.B-L	B-L 214	U	4	No	Spl	Tim 52300H	BF	H 5.8	34.0	Tim 30000H	L4IH	308 TX	Ros	5 1/2 x 3 1/4 x 1/4	C	101	Opt	34	38x2 1/4	52x2 1/4	52x2 1/4	52x2 1/4	52x2 1/4	11
12 G&O	P.B&B	WO-BB	U	4	No	Spl	Tim 52200 H	SF	R 5.83	35.8	Tim 11710H	L4IH	413 TX	Han	6x2 1/4 x 1/4	C	109	60 1/2	32	38x2 1/4	57 1/2 x 2 1/4	57 1/2 x 2 1/4	57 1/2 x 2 1/4	57 1/2 x 2 1/4	12
13 Mod	D.B-L	B-L 31	U	4	No	Spl	Tim 54000H	SF	R 5.83	28.0	Tim 12703H	L4IH	279 CD	Ros	5 1/2 x 2 1/4 x 1/4	C	84	56	33	38x2 1/4	50x2 1/4	50x2 1/4	50x2 1/4	50x2 1/4	13
14 Mod	D.B-L	B-L 214	U	4	No	Spl	Tim 52300H	BF	R 5.83	37.4	Tim 12703H	L4IH	452 TD	Ros	6x3 1/4 x 1/4	C	Opt	Opt	34	38x2 1/4	54x2 1/4	54x2 1/4	54x2 1/4	54x2 1/4	14
15 Chi	D.B-L	B-L 214	U	4	No	Spl	Tim 52300H	BF	R 5.83	37.4	Tim 12703H	L4IH	452 TD	Ros	6x3 1/4 x 1/4	C	Opt	Opt	34	38x2 1/4	54x2 1/4	54x2 1/4	54x2 1/4	54x2 1/4	15
16 Per	D.B-L	B-L 214	U	4	No	Cle 3	Tim 54200H	BF	R 5.83	29.1	Tim 14703 H	L4IH	315 TX	Ros	6 1/4 x 3 1/4 x 1/4	C	117 1/2	74 1/2	32	42x2 1/4	54x2 1/4	54x2 1/4	54x2 1/4	54x2 1/4	16
17 Per	D.B-L	B-L 214	U	4	No	Spl	Tim 54200H	BF	R 4.86	30.6	Tim 14703 H	L4IH	315 TX	Ros	6 1/4 x 3 1/4 x 1/4	C	117 1/2	74 1/2	32	42x2 1/4	54x2 1/4	54x2 1/4	54x2 1/4	54x2 1/4	17
18 Own	D.Own	Own BG	U	4	No	Spl	Tim 52000	SF	H 4.86	24.0	Own BL	L4IH	302 FX	Gem	7x3 1/4 x 1/4	C	109	64	33 1/2	40 1/2 x 2 1/4	52 1/2 x 2 1/4	52 1/2 x 2 1/4	52 1/2 x 2 1/4	52 1/2 x 2 1/4	18
19 Mod	D.B-L	B-L 214	U	4	No	Pet 2	Tim 52000H	SF	H 4.86	Opt	Tim 14703H	L4IH	229 ID	Ros	6x2 1/4 x 1/4	C	108	72	34	40x2 1/4	50x3	50x3	50x3	50x3	19
20 Mod	D.B-L	B-L 35	U	4	No	Blo	Own 30	SF	H 6.45	34.5	Tim 14704 H	L4IH	394 FX	Han	6x3 1/4 x 1/4	C	144	90	34	40x2 1/4	50x3	50x3	50x3	50x3	20
21 Lon	P.B-L	B-L 20	U	4	No	Blo	Own 30	SF	H 6.45	34.5	Tim 14704 H	L4IH	394 FX	Han	6x3 1/4 x 1/4	C	144	90	34	40x2 1/4	50x3	50x3	50x3	50x3	21
22 P.Lon	Cla	Cla	U	4	No	Cle	Cla B-373	SF	H 5.6	36.9	Own	L4IH	230 X	Ros	7 1/2 x 3 1/4 x 1/4	C	126	60	34	40x2 1/4	50x2 1/4	50x2 1/4	50x2 1/4	50x2 1/4	22
23 P.Lon	Cla	Cla	U	4	No	Cle	Cla B-373	SF	H 5.6	36.9	Own	L4IH	230 X	Ros	7 1/2 x 3 1/4 x 1/4	C	126	60	34	40x2 1/4	50x2 1/4	50x2 1/4	50x2 1/4	50x2 1/4	23
24 P.Lon	Cla	Cla	U	4	No	Cle	Cla B-373	SF	H 5.6	36.9	Own	L4IH	230 X	Ros	7 1/2 x 3 1/4 x 1/4	C	126	60	34	40x2 1/4	50x2 1/4	50x2 1/4	50x2 1/4	50x2 1/4	24
25 Own	P.Rus	Clark	U	4	No	Cle	Own	SF	H 5.2	34.1	Own	L4IH	289 TX	Ros	6 1/4 x 3 1/4 x 1/4	C	97 1/2	52	40 1/2	38x2 1/4	50x2 1/4	50x2 1/4	50x2 1/4	50x2 1/4	25
26 Own	dp.Lon	Own	U	4	No	Cle	Own	SF	H 5.2	34.1	Own	L4IH	289 TX	Ros	6 1/4 x 3 1/4 x 1/4	C	97 1/2	52	40 1/2	38x2 1/4	50x2 1/4	50x2 1/4	50x2 1/4	50x2 1/4	26
27 McO	P.B&B	Ful WO	U	4	No	Spl	Tim 53200A	SF	H 5.6	35.8	Sal	B4IM	275 TX	War	6x2 1/4 x 1/4	C	91 1/4	57 1/4	34	36 1/2 x 2 1/4	50x2 1/4	50x2 1/4	50x2 1/4	50x2 1/4	27
28 You	P.B&B	Ful WO	U	4	No	Spl	Tim 53200A	SF	H 5.6	35.8	Sal	B4IM	275 TX	War	6x2 1/4 x 1/4	C	91 1/4	57 1/4	34	36 1/2 x 2 1/4	50x2 1/4	50x2 1/4	50x2 1/4	50x2 1/4	28
29 Own	D.B-L	B-L 35	U	4	No	Blo	Tim 53200A	SF	H 5.6	35.8	Sal	B4IM	275 TX	War	6x2 1/4 x 1/4	C	91 1/4	57 1/4	34	36 1/2 x 2 1/4	50x2 1/4	50x2 1/4	50x2 1/4	50x2 1/4	29
30 Lon	D.B-L	B-L 35	U	4	No	Blo	Tim 53200A	SF	H 5.6	35.8	Sal	B4IM	275 TX	War	6x2 1/4 x 1/4	C	91 1/4	57 1/4	34	36 1/2 x 2 1/4	50x2 1/4	50x2 1/4	50x2 1/4	50x2 1/4	30
31 Lon	P.B-L	B-L 20	U	4	No	Blo	Tim 54000	SF	H 5.8	29.2	Col 5530	L4IH	297 FX	Han	6x2 1/4 x 1/4	C	133 1/4	83	34	36x2 1/4	48x2 1/4	48x2 1/4	48x2 1/4	48x2 1/4	31
32 Per	P.B&B	Cov F4B	U	4	No	Spl	Tim 53200A	SF	H 5.6	36.7	Cla	L4IH	229 TX	Ros	6x2 1/4 x 1/4	C	96	57	34	38x2 1/4	50x2 1/4	50x2 1/4	50x2 1/4	50x2 1/4	32
33 Per	P.B&B	War T9	U	4	No	Spl	Tim 53200A	SF	H 5.6	36.7	Cla	L4IH	229 TX	Ros	6x2 1/4 x 1/4	C	96	57	34	38x2 1/4	50x2 1/4	50x2 1/4	50x2 1/4	50x2 1/4	33
34 Fed	P.B&B	War	U	4	No	Spl	Tim 53200A	SF	H 5.6	36.7	Cla	L4IH	229 TX	Ros	6x2 1/4 x 1/4	C	96	57	34	38x2 1/4	50x2 1/4	50x2 1/4	50x2 1/4	50x2 1/4	34
35 Fed	P.B&B	War	U	4	No	Spl	Tim 53200A	SF	H 5.6	36.7	Cla	L4IH	229 TX	Ros	6x2 1/4 x 1/4	C	96	57	34	38x2 1/4	50x2 1/4	50x2 1/4	50x2 1/4	50x2 1/4	35
36 Own	P.B&B	War	U	4	No	Spl	Tim 53200A	SF	H 5.6	36.7	Cla	L4IH	229 TX	Ros	6x2 1/4 x 1/4	C	96	57	34	38x2 1/4	50x2 1/4	50x2 1/4	50x2 1/4	50x2 1/4	36
37 McO	P.Own	WGASIT-9	U	4	No	Spl	Tim 53600	SF	H 5.6	35.8	Tim30010-AI	B4IM	224	Ros	6x2 1/4 x 1/4	C	85 1/2	50 1/2	34	36 1/2 x 1/4	45x2 1/4	45x2 1/4	45x2 1/4	45x2 1/4	37
38 Own	P.Own	Own 5B	U	4	No	Spl	Own 7CB	SF	H 5.6	35.8	Tim30010-AI	B4IM	224	Ros	6x2 1/4 x 1/4	C	85 1/2	50 1/2	34	36 1/2 x 1/4	45x2 1/4	45x2 1/4	45x2 1/4	45x2 1/4	38
39 You	D.Ful	Ful MLU	U	4	No	Spl	Own 30R	WF	H 6.5	34.8	She 3FA	O2IM	320 RI	Ros	5 1/2 x 2 1/4 x 1/4	C	130 1/4	78 1/4	30	40x2 1/4	50x3	50x3	50x3	50x3	39
40 Fed	P.B&B	War	U	4	No	Spl	Own 30R	WF	H 6.5	34.8	She 3FA	O2IM	320 RI	Ros	5 1/2 x 2 1/4 x 1/4	C	130 1/4	78 1/4	30	40x2 1/4	50x3	50x3	50x3	50x3	40
41 Fed	P.B&B	War	U	4	No	Spl	Own 30R	WF	H 6.5	34.8	She 3FA	O2IM	320 RI	Ros	5 1/2 x 2 1/4 x 1/4	C	130 1/4	78 1/4	30	40x2 1/4	50x3	50x3	50x3	50x3	41
42 Per	D.B-L	B-L 20	U	4	No	Spl	Tim 54000H	BF	H 6.8	36.3	Tim 14703	L4IH	380 TX	Ros	6x2 1/4 x 1/4	C	126	60	34	40x2 1/4	50x2 1/4	50x2 1/4	50x2 1/4	50x2 1/4	42
43 Per	D.B-L	B-L 20	U	4	No	Spl	Tim 54000H	BF	H 6.8	36.3	Tim 14703	L4IH	380 TX	Ros	6x2 1/4 x 1/4	C	126	60	34	40x2 1/4	50x2 1/4	50x2 1/4	50x2 1/4	50x2 1/4	43
44 Chi	D.B-L	B-L 20	U	4	No	Spl	Tim 54000H	BF	H 6.8	36.3	Tim 14703	L4IH	380 TX	Ros	6x2 1/4 x 1/4	C	126	60	34	40x2 1/4	50x2 1/4	50x2 1/4	50x2 1/4	50x2 1/4	44
45 Per	dp.Lon	WG T9	U	4	No	Spl	Tim53200H	SF	H 6.8	36.3	Tim30000H	L4IH	377 TX	Ros	6 1/4 x 2 1/4 x 1/4	C	Opt	Opt	34	40x2 1/4	49x2 1/4	49x2 1/4	49x2 1/4	49x2 1/4	45
46 Per	D.Own	Cov A4J	U	4	No	Blo	Tim 54200H	BF	H 5.83	37.1	Col 4003	L4IH	278 FD	Ros	6x2 1/4 x 1/4	C	94	60 1/2	34	40x2 1/4	50x2 1/4	50x2 1/4	50x2 1/4	50x2 1/4	46
47 Lon	P.B&B	Own	U	4	No	Pet	Tim 52005 H	SF	H 5.83	29.2	Tim 11704 H	L4IH	437 TI	Gem	6x2 1/4 x 1/4	C	95	51	34	38x2 1/4	50x2 1/4	50x2 1/4	50x2 1/4	50x2 1/4	47
48 Per	D.Own	Cov A4J	U	4	No	Blo	Tim 54200H	BF	H 5.83	37.1	Col 4003	L4IH	278 FD	Ros	6x2 1/4 x 1/4	C	94	60 1/2	34	40x2 1/4	50x2 1/4	50x2 1/4	50x2 1/4	50x2 1/4	48
49 Per	P.B-L	B-L 314	U	4	No	Spl	Tim 56200H	BF	R 6.16	40.6	Tim 33000H	L4IH	578 TX	Ros	6x3 1/4 x 1/4	C	144	92	34	38x2 1/4	54x2 1/4	54x2 1/4	54x2 1/4	54x2 1/4	49
50 G&O	P.B&B	O																							

Line Number	Make, Model and Capacity	General		Tire Size		Make and Model	Number of Cylinders Bore and Stroke	Engine										Fuel System		Electrical System		Line Number		
		Chassis Price	Gross Vehicle Wt. (See Key Note)	Chassis Wt. (Stripped)	Front			Rear	Piston Displacement	N.A.C.C. Rated H.P.	Max. Brake H.P. at Specified R.P.M.	Valve Arrangement	Camshaft Drive	Piston Material	Dia. Main Bearings	Length Main Bearings	No. Main Bearings	Oiling System	Governor Make	Carburetor Make	Fuel Feed		Ignition System Make	Generator, Starter Make
2 Ton—Cont'd																								
1	Moreland.....RR-7	2025	148	9300	4000	P 32x6	6-3 1/2 x 4 1/2	248.3	27.3	70-1300	L	C	2 1/2	10 1/2	7	PC	No	Zen	M	A-L	A-L	1		
2	Netco.....B	3000	155	9000	5000	B 7.00/20	6-3 1/2 x 4 1/2	255.0	27.3	68-2600	L	C	2 1/2	10 1/2	7	PC	No	Zen	M	A-L	A-L	2		
3	Noble.....146	2885	175	11850	4850	P 32x6	6-3 1/2 x 4 1/2	241.6	27.3	57-2500	L	C	2 1/2	10 1/2	7	PC	No	Zen	M	A-L	A-L	3		
4	Omort.....200	1204	148	11500	4800	P 32x6	4-4 1/2	251.3	25.6	46-2000	L	C	2 1/2	9 1/2	4	PC	No	Zen	M	A-L	A-L	4		
5	Pierce-Arrow.....PT	160	200	12000	5600	B 7.50/20	6-3 1/2 x 4 1/2	298	33.7	70-2600	L	C	2 1/2	13 1/2	7	PC	No	Zen	M	A-L	A-L	5		
6	Relay.....S11	2030	168	185	5500	P 36x6	6-3 1/2 x 5	309.6	31.5	66-2100	L	C	2 1/2	11 1/2	4	PC	No	Zen	M	A-L	A-L	6		
7	Relay.....S11	2030	168	185	4700	P 32x6	6-3 1/2 x 4 1/2	241.6	27.3	53-2200	L	C	2 1/2	11 1/2	4	PC	No	Zen	M	A-L	A-L	7		
8	Relay.....50	3860	161	13600	6800	P 36x6	6-3 1/2 x 5	331.0	33.7	64-2100	L	C	2 1/2	9	4	PC	No	Zen	M	A-L	A-L	8		
9	Reo.....FAX	1295	137	11000	3525	B 6.50/20	6-3 1/2 x 5	268.3	27.3	67-2800	L	C	2 1/2	12	7	CC	No	Sch	V	D-R	D-R	9		
10	Reo.....FE	1395	152	11000	3700	B 6.50/20	6-3 1/2 x 5	268.3	27.3	67-2800	L	C	2 1/2	12	7	CC	No	Sch	V	D-R	D-R	10		
11	Reo.....FFX	1395	156	11000	3750	B 6.50/20	6-3 1/2 x 5	268.3	27.3	67-2800	L	C	2 1/2	12	7	CC	No	Sch	V	D-R	D-R	11		
12	Reo.....FCX	1645	152	13000	4025	P 32x6	6-3 1/2 x 5	268.3	27.3	67-2800	L	C	2 1/2	12	7	CC	No	Sch	V	D-R	D-R	12		
13	Reo.....FDX	1745	168	13000	4075	P 32x6	6-3 1/2 x 5	268.3	27.3	67-2800	L	C	2 1/2	12	7	CC	No	Sch	V	D-R	D-R	13		
14	Reo.....FHX	1595	142	13000	4165	P 32x6	6-3 1/2 x 5	268.3	27.3	67-2800	L	C	2 1/2	12	7	CC	No	Sch	V	D-R	D-R	14		
15	Schacht De Luxe.....20	160	174	5300	B 7.50/20	DB 7.50/20	6-3 1/2 x 4 1/2	248.3	27.3	65-2600	L	C	2 1/2	10 1/2	7	PC	No	Zen	M	A-L	A-L	15		
16	Service.....S11	2030	168	185	4900	P 36x6	6-3 1/2 x 4 1/2	309.6	31.5	66-2100	L	C	2 1/2	11 1/2	4	PC	No	Zen	M	A-L	A-L	16		
17	Service.....S11	2030	162	185	4500	P 32x6	6-3 1/2 x 4 1/2	241.6	27.3	53-2200	L	C	2 1/2	11 1/2	4	PC	No	Zen	M	A-L	A-L	17		
18	Sterling.....FB45	159	182	4080	B 6.50/20	DB 6.50/20	6-3 1/2 x 4 1/2	248.3	28.0	66-3000	L	C	2 1/2	9 1/2	4	CC	No	Zen	M	D-R	D-R	18		
19	Sterling.....FB55-2	2 1/2	159	182	4580	B 7.00/20	6-3 1/2 x 4 1/2	248.3	28.0	66-3000	L	C	2 1/2	9 1/2	4	CC	No	Zen	M	D-R	D-R	19		
20	Stewart.....28X	1495	136	176	4058	B 6.50/20	6-3 1/2 x 4 1/2	224.0	25.3	61-2300	L	C	2 1/2	9 1/2	4	PC	No	Str	G	D-R	D-R	20		
21	Stewart.....29X	1695	145	176	4960	P 32x6	6-3 1/2 x 4 1/2	278	31.5	85-3100	L	C	2 1/2	9 1/2	4	CC	No	Str	G	D-R	D-R	21		
22	Studebaker.....S-60	895	148	13000	3810	B 6.50/20	6-3 1/2 x 4 1/2	205	25.4	70-3200	L	C	2 1/2	9 1/2	4	CC	No	Ha	Str	M	D-R	D-R	22	
23	White.....611	2350	165	175	5276	S 36x7	4-4 1/2	289	25.6	45-1600	L	C	2 1/2	11 1/2	3	PC	No	Own	Zen	V	L-N	L-N	23	
24	White.....160-161	1 to 2 T	138	157	4260	P 30x5	6-3 1/2 x 4 1/2	289.0	33.7	61-2100	L	C	2 1/2	11 1/2	3	PC	No	Own	Zen	V	D-R	D-R	24	
25	White.....162	1 to 2 T	138	157	4260	P 30x5	4-4 1/2	289	25.6	45-1800	L	C	2 1/2	11 1/2	3	PC	No	Own	Zen	V	D-R	D-R	25	
26	Witt-Will.....C2B	2450	158	158	5400	P 32x6	6-3 1/2 x 4 1/2	248	27.3	66-3200	L	C	2 1/2	10 1/2	7	PC	No	Zen	M	D-R	D-R	26		
27	Witt-Will.....C2W	2550	158	158	5400	P 32x6	6-3 1/2 x 4 1/2	248	27.3	66-3200	L	C	2 1/2	10 1/2	7	PC	No	Zen	M	D-R	D-R	27		
28	Witt-Will.....R2B	158	158	12500	5820	P 32x6	6-4 1/2	311	38.4	72-2400	H	C	2 1/2	11 1/2	7	PC	No	Zen	M	D-R	D-R	28		
29	Witt-Will.....R2	158	158	12500	5800	P 32x6	6-4 1/2	311	38.4	72-2400	H	C	2 1/2	11 1/2	7	PC	No	Zen	M	D-R	D-R	29		
30	Woods.....41	2550	170	Op	5275	B 7.50/20	6-3 1/2 x 4 1/2	298	33.7	68-2400	L	C	2 1/2	13 1/2	7	PC	No	Str	M	A-L	A-L	30		
31	World.....DC-60	1845	150	164	4450	B 7.00/20	6-3 1/2 x 4 1/2	224	25.3	61-2750	L	C	2 1/2	7 1/2	4	CC	No	Zen	M	A-L	A-L	31		
32	World.....DA-88	2300	151	167	4720	B 7.50/20	8-3 1/2	268	28.8	96-3400	L	C	2 1/2	8 1/2	5	CC	No	Ha	Zen	M	A-L	A-L	32	
2 1/2 Ton																								
34	Amer. LaF...Chief 9R	3900	180	Op	14000	6200	P 34x7	6-3 1/2 x 5	331.0	33.7	65-2100	L	C	2 1/2	9	4	PC	No	Str	V	D-R	D-R	34	
35	Atterbury.....50	189	202	14000	5800	B 8.25/20	6-3 1/2 x 4 1/2	298.2	33.7	85-2800	L	C	2 1/2	13 1/2	7	PC	No	Ha	Str	M	A-L	A-L	35	
36	Autocar.....D	3500	150	192	16000	5300	P 34x7	6-4 1/2	358.0	38.4	82-2400	L	C	2 1/2	13 1/2	7	PC	No	Ha	Str	M	A-L	A-L	36
37	Available.....T-23	Op	Op	14000	5600	P 32x6	6-3 1/2 x 4 1/2	298.0	33.8	67-2300	L	C	2 1/2	12 1/2	7	PC	No	Ha	Str	M	A-L	A-L	37	
38	Available.....T-27	Op	Op	14000	5700	P 32x6	6-3 1/2 x 4 1/2	298.0	33.8	67-2300	L	C	2 1/2	12 1/2	7	PC	No	Ha	Str	M	A-L	A-L	38	
39	Brookway.....140	156	156	14000	6200	P 34x7	6-4 1/2	311.0	38.4	73-2400	H	C	2 1/2	13 1/2	7	CC	No	KP	Str	M	A-L	A-L	39	
40	Brookway.....2 1/2-T-141	160	208	13273	5773	B 8.25/20	6-4 1/2	311.0	38.4	73-2400	H	C	2 1/2	13 1/2	7	CC	No	KP	Str	M	A-L	A-L	40	
41	Chicago.....1-24-A	120	144	144	7700	P 38x7	6-3 1/2 x 5	301.0	27.3	73-2400	L	C	2 1/2	9 1/2	4	PC	No	Zen	M	A-L	A-L	41		
42	Coleman.....C30	120	144	144	7700	P 38x7	6-3 1/2 x 5	301.0	27.3	73-2400	L	C	2 1/2	9 1/2	4	PC	No	Zen	M	A-L	A-L	42		
43	Commerce.....60	4580	175	192	7000	P 36x6	6-4 1/2 x 5	410.9	40.8	83-2100	L	C	2 1/2	9 1/2	4	PC	No	Zen	M	A-L	A-L	43		
44	Commerce.....40	3240	168	185	5100	P 36x6	6-3 1/2 x 4 1/2	309.6	31.5	56-2100	L	C	2 1/2	9 1/2	4	PC	No	Zen	M	A-L	A-L	44		
45	Condor.....130	2895	150	204	13000	6400	B 7.50/20	6-3 1/2 x 5	299.3	33.7	85-2800	L	C	2 1/2	9 1/2	4	PC	No	Zen	M	A-L	A-L	45	
46	Day Elder.....303	1855	160	185	13500	4870	B 7.00/20	6-3 1/2 x 4 1/2	298.0	33.7	68-2400	L	C	2 1/2	13 1/2	7	PC	No	Zen	M	A-L	A-L	46	
47	Diamond T.....551-2 1/2	3 2050	168	186	15500	6000	B 7.50/20	6-4 1/2	311.0	38.4	75-2400	H	C	2 1/2	13 1/2	7	PC	No	Zen	M	A-L	A-L	47	
48	Douglas.....CD4	3855	190	Op	17500	5860	P 34x7	4-4 1/2 x 5	312.0	28.9	49-1900	L	C	2 1/2	10 1/2	7	PC	No	Zen	M	A-L	A-L	48	
49	Douglas.....CD6	3955	190	Op	17500	5800	P 34x7	6-3 1/2 x 5	331.0	33.7	73-2400	L	C	2 1/2	10 1/2	7	PC	No	Zen	M	A-L	A-L	49	
50	Fagol.....2950	178	191	17000	7000	P 36x6	6-4 1/2 x 5	410.9	40.8	83-2100	L	C	2 1/2	9 1/2	4	PC	No	Zen	M	A-L	A-L	50		
51	Federal.....A6T	2185	151	176	15000	5110	P 32x6	6-3 1/2 x 4 1/2	248	27.3	64-500	L	C	2 1/2	10 1/2	7	PC	No	KP	Str	M	A-L	A-L	51
52	Federal.....A6TW	2360	151	176	15000	5110	P 32x6	6-3 1/2 x 4 1/2	248	27.3	64-500	L	C	2 1/2	10									

Line Number	Radiator Make	Type and Make	Gear Set	Clutch	Universal Make and No.	Rear Axle		Front Axle		Brakes		Frame		Body Mounting Data		Springs		Auxiliary Type	Line Number				
						Make and Model	Final Drive and Type	Drive and Torque	Gear Ratios	Make and Model	Service	Area Service Brakes	Hand	Steering Gear Make	Dim. Side Rail	Type	Cab to Rear of Frame			Cab to Rear Axle	Width of Frame	Front	Rear
2 Ton-Cont'd																							
1	Lon	P.B-L	B-L 314	U	No	Pet	Tim 54004 H	SF	R 5.83	32.9	Tim 12703 H	L4IH	275	FI	Ros	7 1/2 x 2 1/2 x 1/4	C	132	78	34	40x2 1/2	54x3 1/2	1
2	Mod	D.B-L	B-L 314	U	No	Pet	Tim 54000 H	BF	H 5.83	32.9	Tim 12703 H	L4IH	240	ID	Ros	6 1/2 x 3 1/2 x 1/4	C	120	84	34	40x2 1/2	50x3	2
3	Chi	D.Ful	Ful	U	No	Blo	Tim 54200 H	BF	H 5.83	37.9	Tim 14703 H	L4IH	452	TI	Ros	5 1/2 x 2 1/2 x 1/4	C	128	88	34	40x2 1/2	48x3	3
4	You	D.Ful	FulMGU14	U	No	Blo	Tim 54200 H	BF	H 5.83	37.9	Tim 14703 H	L4IH	452	TI	Ros	5 1/2 x 2 1/2 x 1/4	C	128	88	34	40x2 1/2	48x3	4
5	Lon	P.B-L	B-L 314	U	No	Pet	Tim 54004 H	SF	R 5.83	32.9	Tim 12703 H	L4IH	275	FI	Ros	7 1/2 x 2 1/2 x 1/4	C	132	78	34	40x2 1/2	54x3 1/2	5
6	Lon	D.B-L	B-L 314	U	No	Pet	Tim 54000 H	BF	H 5.83	32.9	Tim 14703 H	L4IH	452	TI	Ros	5 1/2 x 2 1/2 x 1/4	C	128	88	34	40x2 1/2	48x3	6
7	Lon	P.B-L	B-L 314	U	No	Pet	Tim 54004 H	SF	R 5.83	32.9	Tim 12703 H	L4IH	275	FI	Ros	7 1/2 x 2 1/2 x 1/4	C	132	78	34	40x2 1/2	54x3 1/2	7
8	Lon	D.B-L	B-L 314	U	No	Pet	Tim 54000 H	BF	H 5.83	32.9	Tim 14703 H	L4IH	452	TI	Ros	5 1/2 x 2 1/2 x 1/4	C	128	88	34	40x2 1/2	48x3	8
9	Own	P.B-L	B-L 314	U	No	Pet	Tim 54004 H	SF	R 5.83	32.9	Tim 12703 H	L4IH	275	FI	Ros	7 1/2 x 2 1/2 x 1/4	C	132	78	34	40x2 1/2	54x3 1/2	9
10	Own	D.B-L	B-L 314	U	No	Pet	Tim 54000 H	BF	H 5.83	32.9	Tim 14703 H	L4IH	452	TI	Ros	5 1/2 x 2 1/2 x 1/4	C	128	88	34	40x2 1/2	48x3	10
11	Own	P.B-L	B-L 314	U	No	Pet	Tim 54004 H	SF	R 5.83	32.9	Tim 12703 H	L4IH	275	FI	Ros	7 1/2 x 2 1/2 x 1/4	C	132	78	34	40x2 1/2	54x3 1/2	11
12	Own	D.B-L	B-L 314	U	No	Pet	Tim 54000 H	BF	H 5.83	32.9	Tim 14703 H	L4IH	452	TI	Ros	5 1/2 x 2 1/2 x 1/4	C	128	88	34	40x2 1/2	48x3	12
13	Own	P.B-L	B-L 314	U	No	Pet	Tim 54004 H	SF	R 5.83	32.9	Tim 12703 H	L4IH	275	FI	Ros	7 1/2 x 2 1/2 x 1/4	C	132	78	34	40x2 1/2	54x3 1/2	13
14	Own	D.B-L	B-L 314	U	No	Pet	Tim 54000 H	BF	H 5.83	32.9	Tim 14703 H	L4IH	452	TI	Ros	5 1/2 x 2 1/2 x 1/4	C	128	88	34	40x2 1/2	48x3	14
15	Own	P.B-L	B-L 314	U	No	Pet	Tim 54004 H	SF	R 5.83	32.9	Tim 12703 H	L4IH	275	FI	Ros	7 1/2 x 2 1/2 x 1/4	C	132	78	34	40x2 1/2	54x3 1/2	15
16	Own	D.B-L	B-L 314	U	No	Pet	Tim 54000 H	BF	H 5.83	32.9	Tim 14703 H	L4IH	452	TI	Ros	5 1/2 x 2 1/2 x 1/4	C	128	88	34	40x2 1/2	48x3	16
17	Own	P.B-L	B-L 314	U	No	Pet	Tim 54004 H	SF	R 5.83	32.9	Tim 12703 H	L4IH	275	FI	Ros	7 1/2 x 2 1/2 x 1/4	C	132	78	34	40x2 1/2	54x3 1/2	17
18	Own	D.B-L	B-L 314	U	No	Pet	Tim 54000 H	BF	H 5.83	32.9	Tim 14703 H	L4IH	452	TI	Ros	5 1/2 x 2 1/2 x 1/4	C	128	88	34	40x2 1/2	48x3	18
19	Per	P.B-L	B-L 314	U	No	Pet	Tim 54004 H	SF	R 5.83	32.9	Tim 12703 H	L4IH	275	FI	Ros	7 1/2 x 2 1/2 x 1/4	C	132	78	34	40x2 1/2	54x3 1/2	19
20	Own	D.Ful	Ful	U	No	Blo	Tim 54200 H	BF	H 5.83	37.9	Tim 14703 H	L4IH	452	TI	Ros	5 1/2 x 2 1/2 x 1/4	C	128	88	34	40x2 1/2	48x3	20
21	Own	D.Ful	Ful	U	No	Blo	Tim 54200 H	BF	H 5.83	37.9	Tim 14703 H	L4IH	452	TI	Ros	5 1/2 x 2 1/2 x 1/4	C	128	88	34	40x2 1/2	48x3	21
22	Own	D.Ful	Ful	U	No	Blo	Tim 54200 H	BF	H 5.83	37.9	Tim 14703 H	L4IH	452	TI	Ros	5 1/2 x 2 1/2 x 1/4	C	128	88	34	40x2 1/2	48x3	22
23	Own	D.Ful	Ful	U	No	Blo	Tim 54200 H	BF	H 5.83	37.9	Tim 14703 H	L4IH	452	TI	Ros	5 1/2 x 2 1/2 x 1/4	C	128	88	34	40x2 1/2	48x3	23
24	Own	D.Ful	Ful	U	No	Blo	Tim 54200 H	BF	H 5.83	37.9	Tim 14703 H	L4IH	452	TI	Ros	5 1/2 x 2 1/2 x 1/4	C	128	88	34	40x2 1/2	48x3	24
25	Own	D.Ful	Ful	U	No	Blo	Tim 54200 H	BF	H 5.83	37.9	Tim 14703 H	L4IH	452	TI	Ros	5 1/2 x 2 1/2 x 1/4	C	128	88	34	40x2 1/2	48x3	25
26	Own	D.Ful	Ful	U	No	Blo	Tim 54200 H	BF	H 5.83	37.9	Tim 14703 H	L4IH	452	TI	Ros	5 1/2 x 2 1/2 x 1/4	C	128	88	34	40x2 1/2	48x3	26
27	Per	P.B-L	B-L 314	U	No	Pet	Tim 54004 H	SF	R 5.83	32.9	Tim 12703 H	L4IH	275	FI	Ros	7 1/2 x 2 1/2 x 1/4	C	132	78	34	40x2 1/2	54x3 1/2	27
28	Per	P.B-L	B-L 314	U	No	Pet	Tim 54004 H	SF	R 5.83	32.9	Tim 12703 H	L4IH	275	FI	Ros	7 1/2 x 2 1/2 x 1/4	C	132	78	34	40x2 1/2	54x3 1/2	28
29	Per	P.B-L	B-L 314	U	No	Pet	Tim 54004 H	SF	R 5.83	32.9	Tim 12703 H	L4IH	275	FI	Ros	7 1/2 x 2 1/2 x 1/4	C	132	78	34	40x2 1/2	54x3 1/2	29
30	Per	P.B-L	B-L 314	U	No	Pet	Tim 54004 H	SF	R 5.83	32.9	Tim 12703 H	L4IH	275	FI	Ros	7 1/2 x 2 1/2 x 1/4	C	132	78	34	40x2 1/2	54x3 1/2	30
31	Chi	D.B-L	B-L 314	U	No	Blo	Tim 56200H	WF	R 7.3	39.0	Shu 5572	L4IH	380	TX	Ros	6 1/2 x 2 1/2 x 1/4	C	Opt	Opt	32	42x2 1/2	54x3 1/2	31
32	Per	P.B-L	B-L 314	U	No	Pet	Tim 54004 H	SF	R 5.83	32.9	Tim 12703 H	L4IH	275	FI	Ros	7 1/2 x 2 1/2 x 1/4	C	132	78	34	40x2 1/2	54x3 1/2	32
33	Per	P.B-L	B-L 314	U	No	Pet	Tim 54004 H	SF	R 5.83	32.9	Tim 12703 H	L4IH	275	FI	Ros	7 1/2 x 2 1/2 x 1/4	C	132	78	34	40x2 1/2	54x3 1/2	33
34	G&O	P.B&B	Ovn W4C	A	No	Spl	Tim 56000BX	WF	R 6.0	28.8	Tim 14703BX	B4IM	540	TD	Ros	6 1/2 x 2 1/2 x 1/4	C	Opt	Opt	32	42x2 1/2	54x3 1/2	34
35	Per	P.B&B	Ovn W4C	A	No	Spl	Tim 56200H	WF	H 7.40	43.3	Tim 33010H	L4IH	460	TD	Ros	7 1/2 x 2 1/2 x 1/4	C	Opt	Opt	32	42x2 1/2	54x3 1/2	35
36	Per	P.B&B	Ovn W4C	A	No	Spl	Tim 56200H	WF	H 7.40	43.3	Tim 33010H	L4IH	460	TD	Ros	7 1/2 x 2 1/2 x 1/4	C	Opt	Opt	32	42x2 1/2	54x3 1/2	36
37	You	D.B-L	B-L 314	U	No	Blo	Tim 56200H	WF	R 7.3	39.0	Shu 5572	L4IH	380	TX	Ros	6 1/2 x 2 1/2 x 1/4	C	Opt	Opt	32	42x2 1/2	54x3 1/2	37
38	You	D.B-L	B-L 314	U	No	Blo	Tim 56200H	WF	R 7.3	39.0	Shu 5572	L4IH	380	TX	Ros	6 1/2 x 2 1/2 x 1/4	C	Opt	Opt	32	42x2 1/2	54x3 1/2	38
39	G&O	D.B-L	B-L 314	U	No	Spl 3	Tim 56200H	WF	R 7.3	39.0	Shu 5572	L4IH	380	TX	Ros	6 1/2 x 2 1/2 x 1/4	C	Opt	Opt	32	42x2 1/2	54x3 1/2	39
40	G&O	D.B-L	B-L 314	U	No	Spl 3	Tim 56200H	WF	R 7.3	39.0	Shu 5572	L4IH	380	TX	Ros	6 1/2 x 2 1/2 x 1/4	C	Opt	Opt	32	42x2 1/2	54x3 1/2	40
41	Chi	D.B-L	B-L 314	U	No	Spl 3	Tim 56200H	WF	R 7.3	39.0	Shu 5572	L4IH	380	TX	Ros	6 1/2 x 2 1/2 x 1/4	C	Opt	Opt	32	42x2 1/2	54x3 1/2	41
42	Lon	D.Ful	Ful G U14	U	No	Blo	Tim 56200H	WF	R 7.3	39.0	Shu 5572	L4IH	380	TX	Ros	6 1/2 x 2 1/2 x 1/4	C	Opt	Opt	32	42x2 1/2	54x3 1/2	42
43	Lon	D.Ful	Ful G U14	U	No	Blo	Tim 56200H	WF	R 7.3	39.0	Shu 5572	L4IH	380	TX	Ros	6 1/2 x 2 1/2 x 1/4	C	Opt	Opt	32	42x2 1/2	54x3 1/2	43
44	Lon	D.B-L	B-L 314	U	No	Blo	Tim 56200H	WF	R 7.3	39.0	Shu 5572	L4IH	380	TX	Ros	6 1/2 x 2 1/2 x 1/4	C	Opt	Opt	32	42x2 1/2	54x3 1/2	44
45	Per	D.B-L	B-L 314	U	No	Blo	Tim 56200H	WF	R 7.3	39.0	Shu 5572	L4IH	380	TX	Ros	6 1/2 x 2 1/2 x 1/4	C	Opt	Opt	32	42x2 1/2	54x3 1/2	45
46	Per	P.B-L	B-L 314	U	No	Spl 3	Tim 56200H	WF	R 7.3	39.0	Shu 5572	L4IH	380	TX	Ros	6 1/2 x 2 1/2 x 1/4	C	Opt	Opt	32	42x2 1/2	54x3 1/2	46
47	G&O	P.B&B	Ovn W4C	A	No	Spl 3	Tim 56200H	WF	R 7.3	39.0	Shu 5572	L4IH	380	TX	Ros	6 1/2 x 2 1/2 x 1/4	C	Opt	Opt	32	42x2 1/2	54x3 1/2	47
48	G&O	P.B&B	Ovn W4C	A</																			

Line Number	Make, Model and Capacity	General			Tire Size		Engine	Fuel System	Electrical System	Line Number
		Chassis Price	Standard W.B.	Gross Vehicle Wt. (See Key Note)	Chassis Wt. (Stripped)	Front				
3 Ton—Cont'd										
1	Autocar.....	4600	174 242	22000	7900 P 36x8	DP36x8	Own	Pe	Str	1
2	Available.....	T-30	Op Op	16000	6500 P 34x7	DP34x7	Wau ML	7	FF	2
3	Available.....	T-37	Op Op	16000	7500 P 34x7	DP34x7	Wau MK	7	FF	3
4	Brockway 2 1/2-T. 141	131	170 200	17000	6500 P 34x7	DP34x7	Con	7	FF	4
5	Brockway.....	170	170 200	17000	7100 P 34x7	DP34x7	Con	7	FF	5
6	Brockway.....	175	170 224	17500	7200 P 34x7	DP34x7	Con	7	FF	6
7	Brockway.....	190	168 204	19000	7650 P 34x7	DP34x7	Con	7	FF	7
8	Chicago.....	1-30-A	160 203	15740	6740 B 9.00/20	DB9.00/20	Wau GML	7	FF	8
9	Clinton.....	65	184 Op	14500	5925 S 34x5	DS34x5	Bud ETU	7	FF	9
10	Coleman.....	D-40	130 150	16600	8500 P 40x8	P 40x8	Bud DW 6	7	FF	10
11	Commerce.....	60	160 175	192	7100 P 36x6	DP36x6	Bud BA-6	7	FF	11
12	Concord.....	JK-6	1200 154 174	17200	6700 P 34x7	DP34x7	Bud DW 6	7	FF	12
13	Concor.....	CEB	2500 160 174	20000	5950 P 34x7	DP34x7	Con	7	FF	13
14	Concor.....	12WB	165 220	14700	7200 B 7.50/20	DB7.50/20	Con 20-R	7	FF	14
15	(Z)Corbitt.....	12WB	165 220	14700	4910 B 7.50/20	DB7.50/20	Con 16R	7	FF	15
16	(Z)Corbitt.....	12WB	165 220	14700	4870 B 7.50/20	DB7.50/20	Con 16R	7	FF	16
17	Day-Elder.....	160	160 204	16000	6600 B 7.50/20	DB9.00/20	Con 18R	7	FF	17
18	Diamond T.....	506	2675 174 240	17500	6350 B 8.25/20	DB8.25/20	Her WXC3	7	FF	18
19	Diamond T.....	504	2375 166 208	17500	6350 B 8.25/20	DB8.25/20	Her WXC	7	FF	19
20	Diamond T.....	551	2050 168 186	15500	6000 B 7.50/20	DB7.50/20	Her WXC	7	FF	20
21	Diamond T 603-3.4 Ton	2975	169 230	20000	7500 B 9.00/20	DB9.00/20	Her YXC	7	FF	21
22	Diamond T 606-3.4 Ton	3075	177 244	19000	7500 B 9.00/20	DB9.00/20	Her YXC2	7	FF	22
23	Dodge Bros.....	1515	135 135	12250	4235 P 32x6	DP32x6	Own	7	FF	23
24	Dodge Bros.....	1565	165 165	12250	4520 P 32x6	DP32x6	Own	7	FF	24
25	Dodge Bros.....	1615	185 185	12715	4715 P 32x6	DP32x6	Own	7	FF	25
26	Dodge Bros.....	F-60	2645 146 146	18975	5543 P 32x6	DP32x6	Own	7	FF	26
27	Dodge Bros.....	F-61	2575 170 170	19429	5789 P 32x6	DP32x6	Own	7	FF	27
28	Dodge Bros.....	F-62	2695 195 195	19879	5901 P 32x6	DP32x6	Own	7	FF	28
29	Dodge Bros.....	185	185 185	185	4720 P 34x7	DP34x7	Own	7	FF	29
30	Douglas.....	D-4	4010 186 Op	20000	7500 S 36x5	S 36x5	Bud YBU-I	7	FF	30
31	Douglas.....	D-6	4430 186 Op	20000	6800 P 36x6	DP36x6	Bud BUS	7	FF	31
32	Douglas.....	D-6 5p	5500 216 Op	22000	7560 P 38x7	DP40x8	Bud K428	7	FF	32
33	Duplex.....	FAC	4250 166	16000	7200 S 34x5	S 34x5	Bud EBU-1	7	FF	33
34	Duplex.....	SAC	4750 166	16000	7400 S 34x5	S 36x8	Bud K428	7	FF	34
35	Fagel.....	300	3250 178 186	186	6250 B 9.00x20	DB9.00x20	Wau MK	7	FF	35
36	Federal T10B 2 1/2-T.	2740	165 201	17000	5550 P 34x7	DP34x7	Con 16R	7	FF	36
37	Federal T10W 2 1/2-T.	2915	165 201	18000	5550 P 34x7	DP34x7	Con 16R	7	FF	37
38	Fisher-Std.....	30A	160	16800	5800 P 34x7	DP34x7	Con 11R	7	FF	38
39	Fisher-Std.....	31A	160	16800	5800 P 34x7	DP34x7	Con 11R	7	FF	39
40	F.W.D.....	B	4200 124 156	13960	6460 S 36x6	S 36x6	Own A	7	FF	40
41	Garford.....	60	4650 175 192	192	7100 P 36x6	DP36x6	Bud BA6	7	FF	41
42	(X) Gen. Mot.....	T-26	1450 130 164	11000	4020 B 7.00/20	DB7.00/20	Own 257	7	FF	42
43	(X) Gen. Mot.....	T-30	1750 141 164	12500	4705 P 32x6	DP32x6	Bulck	7	FF	43
44	(X) Gen. Mot.....	T-31	1850 141 181	14000	4635 P 32x6	P 36x8	Own 257	7	FF	44
45	(X) Gen. Mot.....	T-42	1950 141 181	15000	4905 P 36x6	DP36x6	Bulck	7	FF	45
46	(X) Gen. Mot.....	T-44	2050 141 181	16000	5005 P 36x6	D-36x6	Bulck	7	FF	46
47	(X) Gen. Mot.....	T-45	1995 141 181	16000	5005 P 36x6	D-36x6	Bulck	7	FF	47
48	(V) Gottfredson RB66C	151	151 151	20900	6100 B 9.00/20	DB9.00/20	Bud K381	7	FF	48
49	Gottfredson.....	RW66	160 224	20000	6300 B 9.00/20	DB9.00/20	Bud K381	7	FF	49
50	Gramm.....	E-330, 3-4 1/2	160 224	20000	5950 B 8.25/20	DB8.25/20	Lyc TS	7	FF	50
51	Gramm.....	EY-190, 3-4 1/2	190 190	16000	6750 B 7.50/20	DB7.50/20	Con 20-R	7	FF	51
52	Gramm.....	2395	190 190	20000	7450 B 7.50/20	DB7.50/20	Knigh	7	FF	52
53	Gramm-Bernstein B6X	162	162 162	12500	4780 P 32x6	DP32x6	Con 18R	7	FF	53
54	Gramm-Bernstein B6X	144	144 144	12500	4765 P 32x6	DP32x6	Con 16C	7	FF	54
55	Gramm-Bernstein B6X	150	150 150	15500	5920 S 36x4	DS36x4	Con 6B	7	FF	55
56	Gramm-Bernstein CB	152	152 152	16000	6600 P 34x7	DP34x7	Con 16R	7	FF	56
57	Gramm-Bernstein CB	152	152 152	16000	6600 P 34x7	DP34x7	Con 16R	7	FF	57
58	G-P 55-6, 3-4 Ton.....	2745	154 191	12500	5900 B 8.25/20	DB8.25/20	Lyc ASD	7	FF	58
59	G-P 55-6, 3-4 Ton.....	2830	154 191	12500	5900 B 8.25/20	DB8.25/20	Lyc HF	7	FF	59
60	Hahn & Selden.....	47B	151	15500	7200 P 34x7	DP34x7	Con 18R	7	FF	60
61	Hendrickson.....	T-6 3800 Op	Op Op	19000	7000 B 9.00/20	B 9.00/20	Bud DW-6	7	FF	61
62	Hug.....	120	120 120	16600	8160 P 34x7	DP34x7	Bud H298	7	FF	62
63	Hug.....	150	150 150	15600	6200 P 34x7	DP34x7	Bud H298	7	FF	63
64	Hug.....	166	166 166	14500	6500 B 8.25/20	DB8.25/20	Bud DW6	7	FF	64
65	Hug.....	173	173 173	17000	7000 P 34x7	DP34x7	Bud DW6	7	FF	65
66	Hug.....	185-D6	114 114	17200	7200 P 34x7	DP34x7	Bud DW6	7	FF	66
67	Indiana.....	127A-W	150 150	20000	7000 P 34x7	DP34x7	Her	7	FF	67
68	Indiana.....	2 1/2-T. 141	170 200	17000	6500 P 34x7	DP34x7	Con	7	FF	68
69	Indiana.....	170	170 200	17000	7100 P 34x7	DP34x7	Con	7	FF	69
70	Indiana.....	170	170 224	17500	7200 P 34x7	DP34x7	Con	7	FF	70
71	Indiana.....	627A-W	156 156	20000	7205 P 34x7	DP34x7	Con	7	FF	71
72	Indiana.....	190	168 204	19000	7625 P 34x7	DP34x7	Con	7	FF	72
73	International.....	A-5	2550 156 210	15600	5895 P 34x7	DP34x7	Own FBB	7	FF	73
74	International.....	A-6	2675 156 210	15600	6120 P 34x7	DP34x7	Own FBB	7	FF	74
75	Kenworth.....	145	3250 184 184	184	5500 P 34x7	DP34x7	Her WXC	7	FF	75
76	Kenworth.....	184	3250 184 184	184	5500 P 34x7	DP34x7	Her WXC2	7	FF	76
77	Kleiber.....	140	140 140	14000	6500 B 8.25/20	DB8.25/20	Con	7	FF	77
78	LaFra-Republic.....	F3	174 198	15000	5625 P 34x7	DP34x7	Lyc ASD	7	FF	78
79	Lange.....	H	5150 151 187	19000	6850 P 36x8	DP36x8	Her YXC	7	FF	79
80	Lange.....	M	5200 140 222	21000	7450 P 38x7	DP38x7	Her YXC	7	FF	80
81	Larrabee.....	55	3740 155 191	16155	6730 B 8.25/20	DB8.25/20	Con 18R	7	FF	81
82	LeMoon.....	HB-2	2250 160 190	17000	6400 B 8.25/20	DB8.25/20	Wau 6M6	7	FF	82
83	Maccar.....	56	3350 153 194	15600	6500 P 34x7	DP34x7	Bud DW6	7	FF	83
84	Maccar.....	60	3950 153 207	16000	6600 B 9.00/20	DB9.00/20	Bud BA6	7	FF	84
85	Mack AB.....	4000	147 219	14700	6300 P 34x7	DP34x7	Own AB	7	FF	85
86	Mack AB.....	4350	147 219	14700	6300 P 34x7	DP34x7	Own AB	7	FF	86
87	Mack AB.....	4150	147 219	14700	6300 P 34x7	DP34x7	Own BG	7	FF	87
88	Mack AB.....	4500	147 219	14700	6300 P 34x7	DP34x7	Own BG	7	FF	88
89	Moreland.....	37	2520 184	12000	4750 P 32x6	DP32x6	Her WXB	7	FF	89
90	Noble.....	156C	3350 176 204	14475	5975 P 34x7	DP34x7	Con 18R	7	FF	90
91	Omort.....	300	130 Op	16000	6300 P 34x7	DP34x7	Her OXC	7	FF	91
92	Omort.....	300S	130 Op	16500	6500 P 34x7	DP34x7	Her WXC	7	FF	92
93	Omort.....	30	134 148	17000	6600 P 34x7	DP34x7	Her WXC	7	FF	93
94	Oshkosh.....	H	4975 146 165	16550	7550 B 9.75/20	B 9.75/20	Her WXC2	7	FF	94
95	Pierce-Arrow.....	FW	150 150	18000	6800 B 9.00/20	DB9.00/20	Own	7	FF	95
96	Relay.....	60DE	4595 175 192	192	7200 P 36x6	DP36x6	Bud DW6	7	FF	96
97	Relay.....	60DE	4595 175 192	192	7500 P 36x6	DP36x6	Bud BA6	7	FF	97
98	Relay.....	80	8400 175 192	192	S 40x10	S 40x10	Bud BA6	7	FF	98
99	Reo.....	GA 2035	163	17000	4625 P 32x6	DP32x6	Own	7	FF	99
100	Reo.....	GD 2085	144	17000	4650 P 32x6	DP32x6	Own	7	FF	100
101	Reo.....	GD 2085	144	17000	4650 P 32x6	DP32x6	Own	7	FF	101
102	Reo.....	GCS	2375 210 210	17000	5320 P 32x6	DP32x6	Own	7	FF	102
103	Schacht DeLuxe.....	25	160 199	17000	6400 B 8.25/20	DB8.25/20	Her WXB	7	FF	103
104	Service.....	60	4680 175 192	192	7100 P 36x6	DP36x6	Bud BA-6	7	FF	104
105	Sterling.....	FD80	174 204	17000	6080 B 8.25/20	DB8.25/20	Wau MS	7	FF	105
106	Sterling.....	35X	2590 165 220	22000	5880 B 8.25/20	DB8.25/20	Lyc ASD	7	FF	106
107	Stewart.....	36X	2990 165 220	22000	6500 B 8.25/20	DB8.25/20	Lyc TS	7	FF	107
108	Ward La France.....	25R	193 205	13000	6000 B 7.50/20	DB7.50/20	Wau GML	7	FF	108
109	Ward La France.....	25B	194 206	13000	6000 B 7.50/20	DB7.50/20	Own	7	FF	109
110	White.....	640-3	6100 180 214	20000	7797 S 36x5	DS36x5	Own GRB	7	FF	110
111	White.....	640-3	6100 180 214	20000	9200 B 9.00/20	DB9.00/20	Own			

Line Number	Clutch		Gear Set		Universal Make and No.	Rear Axle		Front Axle		Brakes		Frame		Body Mounting Data		Springs		Auxiliary Type	Line Number					
	Radiator Make	Type and Make	Make and Model	Location		Make and Model	Final Drive and Type	Drive and Torque	Reduc. in High	Reduc. in Low	Make and Model	Service	Area Service Brakes	Hand	Steering Gear Make	Dim. Side Rail	Type	Cap to Rear of Frame	Cap to Rear Axle	Width of Frame	Front	Rear		
1	Own	dp. Lon	Own T	U	4	Opt	Spl	Own TE	2F	H 7.09	45.0	Tim 35000D	LOADV	574	FD	Ros	8x3x1/4	C 150	86 1/2	40x2 1/2	34 1/2	54x3	1	
2	You	D.B-L	B-L 51	U	4	No	Blo	Tim 68200H	WF	R 7.5	41.7	Shu 5572	L41H	403	FD	Ros	7x2 1/2 x 1/4	P 150	Opt	Opt	32	40x2 1/2	50x3	2
3	You	D.B-L	B-L 51	U	4	No	Blo	Tim 65200H	WF	R 7.5	40.0	Shu 5572	L41H	403	FD	Ros	7x2 1/2 x 1/4	P 150	Opt	Opt	32	40x2 1/2	50x3	3
4	G&O	D.B-L	B-L	U	4	No	Spl 3	Wis	2F	R 7.0	46.2	Shu	L41HV	380	CD	Ros	7 1/2 x 3 1/4	T 142	84	34	40x2 1/2	54x3	4	
5	G&O	D.B-L	B-L	U	4	No	Spl 3	Wis	2F	R 6.41	45.3	Shu	L41HV	380	CD	Ros	8x3x1/4	T 142	84	34	40x2 1/2	54x3	5	
6	Chl	D.B-L	B-L 51	U	4	No	Spl 3	Tim 65720H	WF	R 7.75	48.2	Tim 33020H	L41H	631	TD	Ros	7x4x1/4	C 132	83	34	40x2 1/2	50x3	6	
7	Per	D.B-L	B-L 55	U	4	No	Blo 4	Tim 65706 HP	WF	R 8.50	45.5	Tim 15302	T21M	185	2I	Ros	8x3x1/4	C 144	89	30	41 1/2 x 2 1/2	54 1/2 x 3	7	
8	Chl	D.Ful	Ful RU 16	U	4	A2	Spl 5	Wis	2F	H 8.33	159	Wis	W241M	500	CD	Ros	12x2 1/2 x 1/4	T 144	89	30	48x3	48x3	8	
9	Per	D.Ful	Ful RU 16	U	4	A2	Spl 5	Wis	2F	H 8.33	159	Wis	W241M	500	CD	Ros	12x2 1/2 x 1/4	T 144	89	30	48x3	48x3	9	
10	Per	D.Ful	Ful RU 16	U	4	A2	Spl 5	Wis	2F	H 8.33	159	Wis	W241M	500	CD	Ros	12x2 1/2 x 1/4	T 144	89	30	48x3	48x3	10	
11	Own	D.B-L	B-L 51	U	4	No	Blo	Tim 65706DH	WF	R 8.5	63.0	Tim 15733H	L41H	584	FX	Han	7x3 1/2 x 1/4	P 156	97 1/2	34	42x2 1/2	54x3	11	
12	Own	D.B-L	B-L 51	U	4	No	Blo	Tim 65706DH	WF	R 8.5	63.0	Tim 15733H	L41H	584	FX	Han	7x3 1/2 x 1/4	P 156	97 1/2	34	42x2 1/2	54x3	12	
13	Per	D.B-L	B-L 51	U	4	No	Blo	Tim 65706DH	WF	R 8.5	63.0	Tim 15733H	L41H	584	FX	Han	7x3 1/2 x 1/4	P 156	97 1/2	34	42x2 1/2	54x3	13	
14	Per	D.B-L	B-L 51	U	4	No	Blo	Tim 65706DH	WF	R 8.5	63.0	Tim 15733H	L41H	584	FX	Han	7x3 1/2 x 1/4	P 156	97 1/2	34	42x2 1/2	54x3	14	
15	Per	D.B-L	B-L 51	U	4	No	Blo	Tim 65706DH	WF	R 8.5	63.0	Tim 15733H	L41H	584	FX	Han	7x3 1/2 x 1/4	P 156	97 1/2	34	42x2 1/2	54x3	15	
16	Per	D.B-L	B-L 51	U	4	No	Blo	Tim 65706DH	WF	R 8.5	63.0	Tim 15733H	L41H	584	FX	Han	7x3 1/2 x 1/4	P 156	97 1/2	34	42x2 1/2	54x3	16	
17	Per	D.B-L	B-L 51	U	4	No	Blo	Tim 65706DH	WF	R 8.5	63.0	Tim 15733H	L41H	584	FX	Han	7x3 1/2 x 1/4	P 156	97 1/2	34	42x2 1/2	54x3	17	
18	G&O	D.Cov	Cov	U	4	No	Spl 3	Wis 69317B-L	2F	R 6.3	49.7	Tim 15300H	L41HV	520	FD	Ros	7x3x1/4	C 127	84	34	42x2 1/2	50x3 1/2	18	
19	G&O	D.Cov	Cov	U	4	No	Spl 3	Wis 69317B-L	2F	R 6.3	49.7	Tim 15300H	L41HV	520	FD	Ros	7x3x1/4	C 127	84	34	42x2 1/2	50x3 1/2	19	
20	G&O	D.Cov	Cov	U	4	No	Spl 3	Wis 69317B-L	2F	R 6.3	49.7	Tim 15300H	L41HV	520	FD	Ros	7x3x1/4	C 127	84	34	42x2 1/2	50x3 1/2	20	
21	G&O	D.Cov	Cov	U	4	No	Spl 3	Wis 69317B-L	2F	R 6.3	49.7	Tim 15300H	L41HV	520	FD	Ros	7x3x1/4	C 127	84	34	42x2 1/2	50x3 1/2	21	
22	G&O	D.Cov	Cov	U	4	No	Spl 3	Wis 69317B-L	2F	R 6.3	49.7	Tim 15300H	L41HV	520	FD	Ros	7x3x1/4	C 127	84	34	42x2 1/2	50x3 1/2	22	
23	Fed	P.B&B	Own	U	4	No	U-P	Own	SF	H 7.13	46.3	Own	L41H	382	TX	Han	7x2 1/2 x 1/4	C 132	84	34	38x2 1/2	48x3	23	
24	Fed	P.B&B	Own	U	4	No	U-P	Own	SF	H 7.13	46.3	Own	L41H	382	TX	Han	7x2 1/2 x 1/4	C 132	84	34	38x2 1/2	48x3	24	
25	Fed	P.B&B	Own	U	4	No	U-P	Own	SF	H 7.13	46.3	Own	L41H	382	TX	Han	7x2 1/2 x 1/4	C 132	84	34	38x2 1/2	48x3	25	
26	Lon	P.B&B	Own	U	4	No	Cle 3	Own	SF	H 8.44	57.8	Own	L41H	416	CD	Jac	10x3 1/2 x 1/4	C 99 1/2	65 1/2	34	42x3	56x3 1/2	26	
27	Lon	P.B&B	Own	U	4	No	Cle 3	Own	SF	H 8.44	57.8	Own	L41H	416	CD	Jac	10x3 1/2 x 1/4	C 99 1/2	65 1/2	34	42x3	56x3 1/2	27	
28	Lon	P.B&B	Own	U	4	No	Cle 3	Own	SF	H 8.44	57.8	Own	L41H	416	CD	Jac	10x3 1/2 x 1/4	C 99 1/2	65 1/2	34	42x3	56x3 1/2	28	
29	Lon	P.B&B	Own	U	4	No	Cle 3	Own	SF	H 8.44	57.8	Own	L41H	416	CD	Jac	10x3 1/2 x 1/4	C 99 1/2	65 1/2	34	42x3	56x3 1/2	29	
30	Own	D.Ful	Ful RU 16	U	4	A2	Blo 4	Wis 892A	2F	R 7.25	34.8	Shu 5550	W21MV	503	CX	Ros	8x2 1/2 x 1/4	T 123	121	31	45x3	54x4	30	
31	Own	D.Ful	Ful RU 16	U	4	A2	Blo 4	Wis 892A	2F	R 7.25	34.8	Shu 5550	W21MV	503	CX	Ros	8x2 1/2 x 1/4	T 123	121	31	45x3	54x4	31	
32	Own	D.Ful	Ful RU 16	U	4	A2	Blo 4	Wis 892A	2F	R 7.25	34.8	Shu 5550	W21MV	503	CX	Ros	8x2 1/2 x 1/4	T 123	121	31	45x3	54x4	32	
33	Mod	D.B-L	B-L 51	U	4	No	Cle	Tim 65706	WF	R 8.5	45.5	Shu 5550	T21M	2	2	Ros	7x3 1/2 x 1/4	C 167 1/2	97 1/2	34	39x2 1/2	52x3	33	
34	Mod	D.B-L	B-L 51	U	4	No	Cle	Tim 65706	WF	R 8.5	45.5	Shu 5550	T21M	2	2	Ros	7x3 1/2 x 1/4	C 167 1/2	97 1/2	34	39x2 1/2	52x3	34	
35	Per	P.B-L	B-L 314	U	4	No	Spl 3	Tim 58200H	BF	R 6.3	49.7	Tim 33020H	L41HV	659	TI	Ros	7 1/2 x 3 1/4	T 119	81	34	42x2 1/2	54x3	35	
36	Lon	P.B&B	Own	U	4	No	Spl 4	Tim 58200H	BF	R 6.3	49.7	Tim 33020H	L41HV	659	TI	Ros	7 1/2 x 3 1/4	T 119	81	34	42x2 1/2	54x3	36	
37	Lon	P.B&B	Own	U	4	No	Spl 4	Tim 58200H	BF	R 6.3	49.7	Tim 33020H	L41HV	659	TI	Ros	7 1/2 x 3 1/4	T 119	81	34	42x2 1/2	54x3	37	
38	Lon	P.B&B	Own	U	4	No	Spl 4	Tim 58200H	BF	R 6.3	49.7	Tim 33020H	L41HV	659	TI	Ros	7 1/2 x 3 1/4	T 119	81	34	42x2 1/2	54x3	38	
39	Lon	P.B&B	Own	U	4	No	Spl 4	Tim 58200H	BF	R 6.3	49.7	Tim 33020H	L41HV	659	TI	Ros	7 1/2 x 3 1/4	T 119	81	34	42x2 1/2	54x3	39	
40	McC	O.M-E	Cot DAF	U	4	No	Spl 4	Tim 58200H	BF	R 6.3	49.7	Tim 33020H	L41HV	659	TI	Ros	7 1/2 x 3 1/4	T 119	81	34	42x2 1/2	54x3	40	
41	Lon	D.Own	Mun	U	4	No	Spl	Tim 58200H	BF	R 6.3	49.7	Tim 33020H	L41HV	659	TI	Ros	7 1/2 x 3 1/4	T 119	81	34	42x2 1/2	54x3	41	
42	Lon	D.Own	Mun	U	4	No	Spl	Tim 58200H	BF	R 6.3	49.7	Tim 33020H	L41HV	659	TI	Ros	7 1/2 x 3 1/4	T 119	81	34	42x2 1/2	54x3	42	
43	Lon	D.Own	Mun	U	4	No	Spl	Tim 58200H	BF	R 6.3	49.7	Tim 33020H	L41HV	659	TI	Ros	7 1/2 x 3 1/4	T 119	81	34	42x2 1/2	54x3	43	
44	Lon	D.Own	Mun	U	4	No	Spl	Tim 58200H	BF	R 6.3	49.7	Tim 33020H	L41HV	659	TI	Ros	7 1/2 x 3 1/4	T 119	81	34	42x2 1/2	54x3	44	
45	Lon	D.Own	Mun	U	4	No	Spl	Tim 58200H	BF	R 6.3	49.7	Tim 33020H	L41HV	659	TI	Ros	7 1/2 x 3 1/4	T 119	81	34	42x2 1/2	54x3	45	
46	Lon	D.Own	Mun	U	4	No	Spl	Tim 58200H	BF	R 6.3	49.7	Tim 33020H	L41HV	659	TI	Ros	7 1/2 x 3 1/4	T 119	81	34	42x2 1/2	54x3	46	
47	Lon	D.Own	Mun	U	4	No	Spl	Tim 58200H	BF	R 6.3	49.7	Tim 33020H	L41HV	659	TI	Ros	7 1/2 x 3 1/4	T 119	81	34	42x2 1/2	54x3	47	
48	McC	P.B-L	B-L 51-5	U	4	No	Spl	Tim 58200H	BF	R 6.3	49.7	Tim 33020H	L41HV	659	TI	Ros	7 1/2 x 3 1/4	T 119	81	34	42x2 1/2	54x3	48	
49	McC	P.B-L	B-L 51-5	U	4	No	Spl	Tim 58200H	BF	R 6.3	49.7	Tim 33020H	L41HV	659	TI	Ros	7 1/2 x 3 1/4	T 119	81	34	42x2 1/2	54x3	49	
50	Per	D.Jon	Cov Rus-4	U	4	No	Blo 3	Tim 58200H	BF	R 6.3	49.7	Tim 33020H	L41HV	659	TI	Ros	7 1/2 x 3 1/4	T 119	81	34	42x2 1/2	54x3	50	
51	Per	D.Jon	Cov Rus-4	U	4	No	Blo 3	Tim 58200H	BF	R 6.3	49.7	Tim 33020H	L41HV	659	TI	Ros	7 1/2 x 3 1/4	T 119	81	34	42x2 1/2	54x3	51	
52	Own	D.B-L	B-L 55	U	4	No	Blo	Tim 65706H	WF	R 7.25	34.8	Shu 5550	W21MV	503	CX	Ros	8x2 1/2 x 1/4	T 123	121	31	45x3	54x4	52	
53	You	D.B-L	B-L 55	U	4	No	Blo	Tim 65706H	WF	R 7.25	34.8	Shu 5550	W21MV	503	CX	Ros	8x2 1/2 x 1/4	T 123	121	31	45x3	54x4	53	
54	You	D.B-L	B-L 55	U	4	No	Blo	Tim 65706H	WF	R 7.25	34.8	Shu 5550	W21MV	503	CX	Ros	8x2 1/2 x 1/4	T 123	121	31	45x3	54x4	54	
55	Own	D.Ful	Ful GUG	U	4	No	Blo	Tim 65706H	WF	R 7.25	34.8	Shu 5550	W21MV	503	CX	Ros	8x2 1/2 x 1/4	T 123	121	31	45x3	54x4	55	
56	Own	D.Ful	Ful GUG	U	4	No	Blo	Tim 65706H	WF	R 7.25	34.8	Shu 5550	W21MV	503	CX	Ros	8x2 1/2 x 1/4	T 123	121	31	45x3	54x4	56	
57	You	D.B-L	B-L 51	U	4	No	Blo	Tim 65706H	WF	R 7.25	34.8	Shu 5550	W21MV	503	CX	Ros	8x2 1/2 x 1/4	T 123	121	31	45x3	54x4	57	
58	Own	D.Ful	Ful JUV	U	4	No	M.M.6	Tim 65706H	WF	R 7.25	34.8	Shu 5550	W21MV	503	CX	Ros	8x2 1/2 x 1/4	T 123	121	31	45x3	54x4	58	
59	Own	D.Ful	Ful JUV	U																				

Line Number	Make, Model and Capacity	General			Tire Size		Engine										Fuel System		Electrical System		Line Number						
		Chassis Price	Standard W.B.	Max. W.B. Furnished	Gross Vehicle Wt. (See Key Note)	Chassis Wt. (Stripped)	Front	Rear	Make and Model	Number of Cylinders Bore and Stroke	Piston Displacement	N.A.C.C. Rated H.P.	Max. Brake H.P. at Specified R.P.M.	Valve Arrangement	Camshaft Drive	Piston Material	Dia. Main Bearings	Length Main Bearings	No. Main Bearings	Oiling System		Governor Make	Carburetor Make	Fuel Feed	Ignition System Make	Generator, Starter Make	
3 1/2 Ton																											
1	Acme.....45D	3740	125	Op	14050	4850	B 7.50/20	B 10.50/20	Her OXC	4-4 1/2 x 5	283.5	28.9	55-2000	L	G	C	3	9 1/2	3	FP	Ha	Zen	G	Elia	A-L	1	
2	Amer. LaFrance 12R	4000	125	Op	20000	7400	P 36x8	DP36x8	Own	6-4 1/2 x 5 1/2	411.0	40.8	80-1800	L	G	C	3	10 1/2	3	FP	Bu	Zen	G	Elia	A-L	2	
3	Atterbury.....70	4600	114	161	23000	8400	B 9.75/20	DP36x8	Con 20R	6-4 1/2 x 5 1/2	380.0	40.8	87-2400	L	G	C	3	10 1/2	3	FP	Bu	Zen	V	D-R	A-L	3	
4	Autocar.....HS	4800	114	161	24000	6550	P 40x8	DP40x8	Own	6-4 1/2 x 5 1/2	450.0	43.4	92-2400	L	G	C	3	14 1/2	3	FP	Pe	Str	G	Elia	A-L	4	
5	Autocar 3-3 1/2 T. TEA	4900	157	203	24000	7900	P 40x8	DP40x8	Own	6-4 1/2 x 5 1/2	404.0	43.4	92-2400	L	G	C	3	14 1/2	3	FP	Pe	Str	G	Elia	A-L	5	
6	Autocar.....SCHS	4800	157	203	24000	7900	P 40x8	DP40x8	Own	6-4 1/2 x 5 1/2	404.0	43.4	92-2400	L	G	C	3	14 1/2	3	FP	Pe	Str	G	Elia	A-L	6	
7	Autocar 3-3 1/2 T. TEA	5350	192	242	22000	8900	P 36x8	DP36x8	Own	6-4 1/2 x 5 1/2	404.0	43.4	92-2400	L	G	C	3	14 1/2	3	FP	Pe	Str	V	D-R	A-L	7	
8	Autocar.....N	4600	174	242	22000	7900	P 36x8	DP36x8	Own	6-4 1/2 x 5 1/2	404.0	43.4	92-2400	L	G	C	3	14 1/2	3	FP	Pe	Str	V	D-R	A-L	8	
9	Available.....T-39	Op	Op	Op	19000	7800	P 36x8	DP36x8	Wau SRL	6-4 1/2 x 5 1/2	462.0	45.9	88-2200	L	G	C	3	13 1/2	3	FP	Wa	Zen	V	D-R	A-L	9	
10	Available.....T-43	Op	Op	Op	19000	7950	P 36x8	DP36x8	Wau SRL	6-4 1/2 x 5 1/2	462.0	45.9	88-2200	L	G	C	3	13 1/2	3	FP	Wa	Zen	V	D-R	A-L	10	
11	Brockway.....3-4T. 195	170	224	1950	7500	P 36x8	DP36x8	Con	6-4 1/2 x 5 1/2	380.9	40.8	85-2400	L	G	C	3	13 1/2	3	FP	CC	KP	Str	M	A-L	A-L	11	
12	Clinton.....85-6	4400	190	Op	16975	5975	P 34x7	DP34x7	Bud BUS	6-4 1/2 x 5 1/2	386.4	38.8	74-2400	L	G	C	3	9 1/2	4	FP	No	Str	V	Spl	D-R	12	
13	ColemanD-40X 3 1/2-5 1/2	1100	130	184	11000	9700	P 40x8	P 40x8	Bud BA6	6-4 1/2 x 5 1/2	411.0	40.8	105-2200	L	G	C	3	9 1/2	4	FP	No	Str	V	Spl	D-R	13	
14	Commerce.....80	5250	175	192	20000	7220	P 36x8	S 36x12	Bud BA6	6-4 1/2 x 5 1/2	411.0	40.8	83-2100	L	G	C	3	9 1/2	4	FP	No	Str	V	Spl	D-R	14	
15	Concord.....JLX-6	4500	202	222	19400	7000	P 34x7	DP34x7	Bud BA6	6-4 1/2 x 5 1/2	411.0	40.8	85-2000	L	G	C	3	9 1/2	4	FP	No	Str	V	Spl	D-R	15	
16	Corbitt.....15186	174	220	1750	5870	P 34x7	DP34x7	Con 16R	6-4 1/2 x 5 1/2	311.3	38.4	72-2400	H	C	C	3	11 1/2	3	FP	No	Zen	V	D-R	A-L	16		
17	Corbitt.....15W6	183	224	1750	6160	P 34x7	DP34x7	Con 16R	6-4 1/2 x 5 1/2	311.3	38.4	72-2400	H	C	C	3	11 1/2	3	FP	No	Zen	V	D-R	A-L	17		
18	Duplex.....EF	130	130	1700	6500	P 36x8	S 36x8	Bud EBU-I	6-4 1/2 x 5 1/2	312.0	28.9	57-2100	L	G	C	3	9 1/2	3	FP	No	Zen	V	Spl	D-R	18		
19	Feral.....U6-3-3 1/2 T	3860	165	218	20000	7220	P 34x7	DP34x7	Con 18R	6-4 1/2 x 5 1/2	339.0	38.4	85-2200	H	G	C	3	13 1/2	3	FP	CC	KP	Str	M	A-L	19	
20	Fisher-Std.....61-A	155	155	1680	5600	P 34x7	DP34x7	Con 16R	6-4 1/2 x 5 1/2	311.3	38.4	73-2400	H	C	C	3	13 1/2	3	FP	Ha	Zen	V	D-R	A-L	20		
21	F.W.D.....CU-6	5120	148	180	17800	7500	P 38x9	P 38x9	Wau SRL	6-4 1/2 x 5 1/2	411.0	40.8	92-2300	L	G	C	3	13 1/2	3	FP	Wa	Zen	M	R-Bo	NE	21	
22	Garford.....80	5250	175	192	20000	7220	P 36x8	S 36x12	Bud BA6	6-4 1/2 x 5 1/2	411.0	40.8	83-2100	L	G	C	3	9 1/2	4	FP	CC	KP	Str	M	A-L	A-L	22
23	(X) Gen. Mot. T-31	1345	141	181	14000	4695	P 32x6	DP32x6	Own 257	6-3 1/2 x 4 1/2	257.5	28.3	76-2500	H	G	C	3	8 1/2	4	FP	Ha	Mar	M	D-R	A-L	23	
24	(X) Gen. Mot. T-42	1960	141	181	15000	4905	P 36x6	DP36x6	Bulck	6-3 1/2 x 4 1/2	257.5	28.3	76-2500	H	G	C	3	8 1/2	4	FP	Ha	Mar	M	D-R	A-L	24	
25	(X) Gen. Mot. T-44	2050	141	181	16000	5005	P 36x6	DP36x6	Bulck	6-3 1/2 x 4 1/2	257.5	28.3	76-2500	H	G	C	3	8 1/2	4	FP	Ha	Mar	M	D-R	A-L	25	
26	(X) Gen. Mot. T-45	1990	141	181	16000	5050	P 32x6	DP32x6	Own 257	6-3 1/2 x 4 1/2	257.5	28.3	76-2500	H	G	C	3	8 1/2	4	FP	Ha	Mar	M	D-R	A-L	26	
27	Gottfredson.....RW 76A	1990	141	181	16000	5050	P 32x6	DP32x6	Own 257	6-3 1/2 x 4 1/2	257.5	28.3	76-2500	H	G	C	3	8 1/2	4	FP	Ha	Mar	M	D-R	A-L	27	
28	Gottfredson.....RD 76A	1990	141	181	16000	5050	P 32x6	DP32x6	Own 257	6-3 1/2 x 4 1/2	257.5	28.3	76-2500	H	G	C	3	8 1/2	4	FP	Ha	Mar	M	D-R	A-L	28	
29	Gottfredson.....RD 76A	1990	141	181	16000	5050	P 32x6	DP32x6	Own 257	6-3 1/2 x 4 1/2	257.5	28.3	76-2500	H	G	C	3	8 1/2	4	FP	Ha	Mar	M	D-R	A-L	29	
30	Gramm-Bernstein.....A	162	212	2000	7450	P 36x8	DP36x8	Con 18R	6-4 1/2 x 5 1/2	339.0	38.4	82-2400	H	G	C	3	13 1/2	3	FP	Ha	Zen	V	D-R	A-L	30		
31	G-P 65-8, 3 1/2-5	3325	158	195	15000	5800	B9.00/20	DB9.00/20	Lyc TS	6-3 1/2 x 5	353.0	36.5	97-2750	L	G	C	3	10 1/2	4	FP	Mo	Str	M	A-L	A-L	31	
32	G-P 65-8, 3 1/2-5	3485	158	195	15000	5800	B9.00/20	DB9.00/20	Lyc TS	6-3 1/2 x 5	353.0	36.5	97-2750	L	G	C	3	10 1/2	4	FP	Mo	Str	M	A-L	A-L	32	
33	(V) Hug.....C87, 87M	160	205	2180	5800	B9.00/20	DB9.00/20	Lyc TS	6-3 1/2 x 5	353.0	36.5	97-2750	L	G	C	3	10 1/2	4	FP	Mo	Str	M	A-L	A-L	33		
34	Hug.....418	160	205	2180	5800	B9.00/20	DB9.00/20	Lyc TS	6-3 1/2 x 5	353.0	36.5	97-2750	L	G	C	3	10 1/2	4	FP	Mo	Str	M	A-L	A-L	34		
35	Indiana.....3-4T. 195	170	224	1950	7500	P 36x8	DP36x8	Con	6-4 1/2 x 5 1/2	380.9	40.8	89-2400	H	C	A	2	8 1/2	3	FP	CC	KP	Str	M	A-L	A-L	35	
36	International.....W2	3900	148	200	8400	S 36x5	S36x10	Has 151	6-4 1/2 x 5 1/2	312.0	28.9	59-1800	H	C	A	2	8 1/2	3	FP	HS	Zen	U	R-Bo	D-R	36		
37	Kleiber.....210	190	192	2100	7100	B 9.00/20	DB9.00/20	Con 20R	6-4 1/2 x 5 1/2	380.9	40.8	89-2400	H	C	A	2	8 1/2	3	FP	CC	No	Str	M	A-L	A-L	37	
38	LaFrance-RepublicH-2	174	198	1600	6350	P 34x7	DP34x7	Lyc HF	6-3 1/2 x 5	350.3	36.2	82-2400	L	G	C	3	9 1/2	4	FP	Ha	Zen	V	D-R	A-L	38		
39	Larabee.....65	4280	166	204	18400	7200	B 8.25/20	DB8.25/20	Con 18R	6-4 1/2 x 5 1/2	339.0	38.4	82-2400	H	G	C	3	13 1/2	3	FP	No	Zen	V	D-R	A-L	39	
40	Mareland.....E7	3520	182	1500	6900	P 34x7	DP34x7	Her WXC 2	6-4 1/2 x 5 1/2	360.8	40.8	73-2400	L	G	C	3	13 1/2	3	FP	CC	KP	Str	M	A-L	A-L	40	
41	Netco.....E	4500	140	200	18500	7500	B9.75/20	B 9.75/20	Wau 6SRL	6-4 1/2 x 5 1/2	462.0	45.9	100-2400	L	G	C	3	13 1/2	3	FP	Wau	Zen	M	A-L	A-L	41	
42	Omort.....35	150	150	2100	7600	P 36x8	DP36x8	Her WXC	6-4 1/2 x 5 1/2	339.0	38.4	73-2400	L	G	C	3	13 1/2	3	FP	CC	No	Str	M	A-L	A-L	42	
43	Oshkosh.....HC	5350	146	165	18500	8000	B 10.50/20	B 10.50/20	Wau 6-SRL	6-4 1/2 x 5 1/2	462.0	45.9	95-2000	L	G	C	3	13 1/2	3	FP	CC	No	Str	M	A-L	A-L	43
44	Relay.....60DC	4745	1																								

Line Number	Radiator Make	Clutch	Type and Make	Gear Set		Universal Make and No.	Make and Model	Final Drive and Type	Drive and Torque	Gear Ratios		Rear Axle	Front Axle	Brakes			Frame	Body Mounting Data	Springs		Line Number					
				Location	No. of Forward Speeds					Aux. Locat. and Speeds	Reduce. in High			Reduce. in Low	Service	Area Service Brakes			Hand	Steering Gear Make		Dim. Side Rail	Type	Cab to Rear of Frame	Cab to Rear Axle	Width of Frame	Front	Rear	Auxiliary Type
																						3 1/2 Ton				
1	Per	B-L	B-L 51 5	U	5	No	Spl	Wis 8817B	2F	H	9.51	56.7	Shu 550	W21M	534 2I	Ros	6x3 1/2 x 1 1/2	P	70 1/2	54 1/2	34	40x2 1/2	45x3	N		
2	G&O	P.B&B	Own	A	4	No	Spl	Tim 65706BY	WF	R	8.00	60.0	Tim 15733BY	L41H	765	Ros	8x3 1/2 x 1 1/2	P	132	135 1/2	76	40x2 1/2	54x3	N		
3	Per	B-L	B-L 51-5	U	4	No	Spl	Tim 65720H	2F	H	8.50	62.9	Tim 35000H	O21M	516 21M	Ros	7x2 1/2 x 1 1/2	C	135 1/2	135 1/2	76	40x2 1/2	54x3	N		
4	Own	dp.Lon	Own T	U	4	No	Spl	Own C	2F	H	8.46	53.6	Own J	O21M	516 21M	Ros	7x2 1/2 x 1 1/2	C	133 1/2	133 1/2	74	40x2 1/2	54x3	N		
5	Own	dp.Lon	Own T	U	4	No	Spl	Own C	2F	H	8.57	54.3	Own J	O21M	516 21M	Ros	7x2 1/2 x 1 1/2	C	133 1/2	133 1/2	74	40x2 1/2	54x3	N		
6	Own	dp.Lon	Own T	U	4	No	Spl	Own T	2F	H	7.09	45.0	Tim 26450	L041D	602 TD	Ros	9x3 1/2 x 1 1/2	C	175 1/2	105	34 1/2	42 1/2 x 3	54 1/2 x 4	N		
7	Own	dp.Lon	Own T	U	4	No	Spl	Own T	2F	H	7.09	45.0	Tim 35000D	L041DV	574 FD	Ros	8x3 1/2 x 1 1/2	C	150	86 1/2	34 1/2	40x2 1/2	54x3	N		
8	Own	dp.Lon	Own T	U	4	No	Spl	Tim 65720	WF	R	8.5	50.5	Shu 5572	L41H	492 FD	Ros	7x2 1/2 x 1 1/2	P	Opt	Opt	32	40x2 1/2	50x3	N		
9	You	D.B-L	B-L 60	U	7	No	Blo	Tim 65720	WF	R	8.5	50.7	Shu 5572	L41H	492 FD	Ros	7x2 1/2 x 1 1/2	P	Opt	Opt	32	40x2 1/2	50x3	N		
10	You	D.B-L	B-L 60	U	7	No	Blo	Tim 65720	WF	R	8.5	49.5	Shu	L41HV	471 CD	Ros	8 1/2 x 3 1/2 x 1 1/2	T	142	84	34 1/2	40x2 1/2	54x3	N		
11	G&O	D.B-L	B-L	U	4	No	Spl	Wis	2F	H	8.64	82.1	Shu 610	W2/41M	...	TD	Ros	12x2 1/2 x 1 1/2	C	144	89	30	48x3	48x3	N	
12	Per	B-L	B-L 55	U	4	No	Blo	Tim 65706 HP	WF	R	7.75	73.6	Tim 15302	T21H	...	Ros	8x3 1/2 x 1 1/2	T	144	94 1/2	34	42x2 1/2	54x3	N		
13	R-T	D.Ful	Ful R U16	U	8	A	2	Wis	2F	H	8.33	159	Wis	W2/41M	...	TD	Ros	12x2 1/2 x 1 1/2	C	144	89	30	48x3	48x3	N	
14	Lon	P.B&B	B-L 60 Max	U	7	No	Blo	Tim 66700DP	WF	R	10.3	98.2	Tim 16302	L41H	524 TX	Ros	6 1/2 x 3 1/2 x 1 1/2	P	107	59	34 1/2	38x2 1/2	50x3	N		
15	Lon	D.B-L	B-L 51	U	4	No	Blo	Tim 65706D	WF	R	7.1	40.0	Tim 33020H	L41H	660 TX	Ros	7x3 1/2 x 1 1/2	C	144	88	34	40x2 1/2	54x3	N		
16	Per	P.B-L	B-L 314	U	4	No	Spl	Tim 58200	BF	H	Opt	Opt	Opt	Tim 33000H	L41H	660 TX	Ros	7x3 1/2 x 1 1/2	C	144	88	34	40x2 1/2	54x3	N	
17	Per	P.B-L	B-L 314	U	4	No	Spl	Tim 65200	WF	H	Opt	Opt	Opt	Tim 33000H	L41H	660 TX	Ros	7x3 1/2 x 1 1/2	C	144	88	34	40x2 1/2	54x3	N	
18	Lon	D.B-L	B-L	U	4	No	Blo	Tim 65200	WF	H	Opt	Opt	Opt	Tim 33000H	L41H	660 TX	Ros	7x3 1/2 x 1 1/2	C	144	88	34	40x2 1/2	54x3	N	
19	Lon	P.B&B	B-L 60	U	7	No	Blo	Tim 65706 HP	WF	R	6.8	64.0	Own	L41HV	767 RI	Ros	7 1/2 x 3 1/2 x 1 1/2	C	119	81	34	42x2 1/2	54x3	N		
20	Lon	P.B-L	B-L 51	U	4	No	Blo	Tim 65200H	WF	R	6.16	32.9	Tim 33000H	L41H	79	Ros	6 1/2 x 2 1/2 x 1 1/2	C	132	93	36	42 1/2 x 2 1/2	54 1/2 x 2 1/2	N		
21	Per	O.H-S	Own	A	4	Op	Blo	Tim 65706 HP	WF	R	6.16	32.9	Tim 33000H	L41H	79	Ros	6 1/2 x 2 1/2 x 1 1/2	C	132	93	36	42 1/2 x 2 1/2	54 1/2 x 2 1/2	N		
22	Lon	P.B&B	B-L 60 Max	U	7	No	Blo	Tim 66700DP	WF	R	10.3	98.2	Tim 16302	L41H	524 TX	Ros	6 1/2 x 3 1/2 x 1 1/2	P	107	59	34 1/2	38x2 1/2	50x3	N		
23	Lon	D.Own	Mun	U	4	No	Spl	Eat 1618	2F	H	5.63	35.5	Eat 433F	B41M	524 TX	Ros	6 1/2 x 3 1/2 x 1 1/2	P	107	59	34 1/2	38x2 1/2	50x3	N		
24	Lon	D.Own	Mun	U	4	No	Spl	Eat 1717	2F	H	6.57	33.4	Eat 433F	B41M	524 TX	Ros	6 1/2 x 3 1/2 x 1 1/2	P	107	59	34 1/2	38x2 1/2	50x3	N		
25	Lon	D.Own	Mun	U	4	No	Spl	Eat T44DR	2F	H	8.05	40.9	Eat 433F	B41M	524 TX	Ros	6 1/2 x 3 1/2 x 1 1/2	P	107	59	34 1/2	38x2 1/2	50x3	N		
26	Lon	D.Own	Mun	U	4	No	Spl	Eat T45DR	2F	H	8.05	40.9	Eat 433F	B41M	524 TX	Ros	6 1/2 x 3 1/2 x 1 1/2	P	107	59	34 1/2	38x2 1/2	50x3	N		
27	McC	D.B-L	B-L 55-7	U	4	No	Spl	Tim 65720H	WF	R	8.5	50.7	Tim 35000H	L41H	768 FD	Ros	8x3 1/2 x 1 1/2	C	132	93	36	42 1/2 x 2 1/2	54 1/2 x 2 1/2	N		
28	McC	D.B-L	B-L 55-7	U	4	No	Spl	Tim 65720H	WF	R	8.5	50.7	Tim 35000H	L41H	768 FD	Ros	8x3 1/2 x 1 1/2	C	132	93	36	42 1/2 x 2 1/2	54 1/2 x 2 1/2	N		
29	Own	D.B-L	B-L 55 Max	U	7	No	Blo	Tim 65706H	WF	R	7.25	68.8	Tim 15733-H	L41HV	490 TD	Ros	7 1/2 x 3 1/2 x 1 1/2	C	134	82 1/2	34	42x2 1/2	56x3	N		
30	Own	D.Ful	Ful VUOG	U	5	No	M.M.6	Tim 65706H	WF	R	7.25	68.8	Tim 15733-H	L41H	490 TD	Ros	7 1/2 x 3 1/2 x 1 1/2	C	134	82 1/2	34	42x2 1/2	56x3	N		
31	Own	D.Ful	Ful VUOG	U	5	No	M.M.6	Tim 65706H	WF	R	7.25	68.8	Tim 15733-H	L41H	490 TD	Ros	7 1/2 x 3 1/2 x 1 1/2	C	134	82 1/2	34	42x2 1/2	56x3	N		
32	Own	D.Ful	Ful VUOG	U	5	No	M.M.6	Tim 65706H	WF	R	7.25	68.8	Tim 15733-H	L41H	490 TD	Ros	7 1/2 x 3 1/2 x 1 1/2	C	134	82 1/2	34	42x2 1/2	56x3	N		
33	Own	D.Ful	Ful VUOG	U	5	No	M.M.6	Tim 65706H	WF	R	7.25	68.8	Tim 15733-H	L41H	490 TD	Ros	7 1/2 x 3 1/2 x 1 1/2	C	134	82 1/2	34	42x2 1/2	56x3	N		
34	G&O	D.B-L	B-L 51-5	U	4	No	Spl	Wis 1237H	2F	H	8.64	82.1	Shu 610	W21M	420	CD	Ros	10x3 1/2 x 1 1/2	T	96 1/2	64 1/2	34 1/2	41 1/2 x 2 1/2	54 1/2 x 3	N	
35	Own	P.Own	Own	U	5	No	Own	Own	2F	H	9.9	83.6	Own 400	BE41M	471 CD	Ros	8 1/2 x 3 1/2 x 1 1/2	T	142	84	34 1/2	40x2 1/2	54x3	N		
36	Own	D.B-L	B-L 55	U	4	No	Spl	EatDR2412H	2F	H	9.9	83.6	Own 400	BE41M	471 CD	Ros	8 1/2 x 3 1/2 x 1 1/2	T	142	84	34 1/2	40x2 1/2	54x3	N		
37	Per	D.Ful	Ful MGU	U	4	No	Spl	Wis 69317	2F	R	6.1	41.6	Tim 33020H	L41HV	658 FD	Han	8x3 1/2 x 1 1/2	C	137 1/2	90	32	39x2 1/2	60x3	N		
38	Per	D.B-L	B-L 51	U	4	No	Spl	Tim 65200H	WF	R	7.1	40.0	Tim 33020H	L41H	650 TD	Ros	8x3 1/2 x 1 1/2	C	137 1/2	90	32	39x2 1/2	60x3	N		
39	Lon	D.Own	B-L 51	U	4	No	Spl	Tim 65001 H	WF	R	6.1	41.6	Tim 33020H	L41H	650 TD	Ros	8x3 1/2 x 1 1/2	C	137 1/2	90	32	39x2 1/2	60x3	N		
40	Mod	D.B-L	B-L 55	U	4	No	Spl	Tim 65704	WF	R	7.25	68.8	Tim 15733-H	L41H	490 TD	Ros	7 1/2 x 3 1/2 x 1 1/2	C	134	82 1/2	34	42x2 1/2	56x3	N		
41	You	D.Ful	Ful MGOG	U	8	A	2	Wis 1567H	2F	H	9.9	83.6	Own 400	BE41M	471 CD	Ros	8 1/2 x 3 1/2 x 1 1/2	T	142	84	34 1/2	40x2 1/2	54x3	N		
42	Mod	D.B-L	B-L 60	U	4	No	Blo	Own	2F	H	8.94	84.9	Own	Own	142 2I	Han	7x2 1/2 x 1 1/2	C	113 1/2	83 1/2	34	42 1/2 x 4	50x3	N		
43	Lon	Ful	Ful VU	U	5	No	Blo	Own 60	2R	H	7.88	58.8	Tim 15733 H	L41H	584 FX	Han	7x3 1/2 x 1 1/2	C	156	97 1/2	34	2 1/2 x 4	54x3	N		
44	Lon	P.B&B	B-L 60 Max	U	7	No	Blo	Own 60	2R	H	7.88	58.8	Tim 15733 H	L41H	584 FX	Han	7x3 1/2 x 1 1/2	C	156	97 1/2	34	2 1/2 x 4	54x3	N		
45	Lon	P.B&B	B-L 60 Max	U	7	No	Blo	Own 60	2R	H	7.88	58.8	Tim 15733 H	L41H	584 FX	Han	7x3 1/2 x 1 1/2	C	156	97 1/2	34	2 1/2 x 4	54x3	N		
46	Mod	D.Own	Own																							

Line Number	Make, Model and Capacity	General		Tire Size		Make and Model	Number of Cylinders Bore and Stroke	Piston Displacement	N.A.C.C. Rated H.P.	Max. Brake H.P. at Specified R.P.M.	Valve Arrangement	Camshaft Drive	Piston Material	Dia. Main Bearings	Length Main Bearings	No. Main Bearings	Oiling System	Governor Make	Carburetor Make	Fuel System		Electrical System		Line Number			
		Chassis Price	Standard W.B.	Max. W.B. Furnished	Gross Vehicle Wt. (See Key Note)															Chassis Wt. (Stripped)	Front	Rear	Fuel Feed		Ignition System Make	Generator, Starter Make	
4 Ton—Cont'd																											
1	Service.....	80	5330	175	192	8400	S 36x6	S 36x14	Bud BA 6	6-4 1/2 x 5 1/2	411	40.8	83-2100	L	G	C	2 1/2	10	4	PC	Bu	Zen	V	A-L	A-L	1
2	Sterling FW97, FD97	.....	192	222	.....	7955	P 36x8	DP36x8	Wau MK	6-4 1/2 x 4 1/2	381	40.8	85-2500	L	G	C	2 1/2	10	4	CC	Wa	Zen	M	D-R	D-R	2
3	Sterling FW97S, FD97S	.....	192	222	.....	8200	P 36x8	DP36x8	Wau SRL	6-4 1/2 x 5 1/2	462	45.9	102-2400	L	G	C	2 1/2	13 1/2	7	CC	Wa	Zen	M	D-R	D-R	3
4	Sterling FW115, FD115	.....	192	222	.....	8555	P 40x8	DP40x8	Wau SRL	6-4 1/2 x 5 1/2	462	45.9	102-2400	L	G	C	2 1/2	13 1/2	7	CC	Wa	Zen	M	D-R	D-R	4
5	Sterling.....	.....	192	222	.....	8050	P 36x8	DP36x8	Wau SRL	6-4 1/2 x 5 1/2	462	45.9	102-2400	L	G	C	2 1/2	13 1/2	7	CC	Wa	Zen	M	D-R	D-R	5
6	Sterling.....	.....	192	222	.....	8550	P 40x8	DP40x8	Wau MK	6-4 1/2 x 4 1/2	381	40.8	85-2500	L	G	C	2 1/2	10	4	CC	Wa	Zen	M	D-R	D-R	6
7	Ward La France 35R	.....	Op	Op	21000	8100	B9.00/20	DB9.00/20	Wau SRL	6-4 1/2 x 5 1/2	462	45.9	97-2000	L	G	C	2 1/2	13 1/2	7	FP	Wa	Str	P	D-R	D-R	7
8	Ward La France 45B	.....	Op	Op	21000	8100	B 9.00/20	DB9.00/20	Wau SRL	6-4 1/2 x 5 1/2	462	45.9	97-2000	L	G	C	2 1/2	13 1/2	7	FP	Wa	Str	P	D-R	D-R	8
9	White.....	642-4	Op	Op	21000	10600	B9.75/24	DB9.75/24	Own IAB	6-4 1/2 x 5 1/2	519	45.9	96-1800	H	C	S	3	15 1/2	7	FP	Own	Zen	E	L-N	L-N	9	
10	Witt-Will.....	R4	4440	159	.....	8000	P 36x8	DP36x8	Con 20R	6-4 1/2 x 4 1/2	381	40.8	88-2200	H	C	S	3	13 1/2	7	FP	No	Zen	E	D-R	D-R	10
11	Witt-Will.....	R4X	4400	159	.....	8000	P 36x8	DP36x8	Con 21R	6-4 1/2 x 4 1/2	427	45.9	100-2600	H	C	N	2 1/2	13 1/2	7	FP	No	Zen	E	D-R	D-R	11
12	Woods.....	90	5560	190	Op	8100	B9.75/22	DB9.75/22	Her YXC-4	6-4 1/2 x 4 1/2	529	51.2	124-2200	L	G	C	2 1/2	15	5	PC	Ha	Str	M	R-Bo	A-L	12	
13	World.....	DA-115	3595	168	182	17500	P 36x8	DP36x8	Lye HD	8-3 1/2 x 4 1/2	298.6	33.8	115-3300	L	C	C	2 1/2	10	5	PC	Ha	Str	M	A-L	A-L	13	
4 1/2 Ton																											
14	Gottf'dson RD,RW96A	.....	5500	168	206	23650	B9.75/20	DB9.75/20	Buda K479	6-4 1/2 x 4 1/2	479.0	51.2	100-2000	L	G	C	2 1/2	11 1/2	7	FP	Ha	Zen	M	D-R	D-R	14
15	Larrabee 85.....	.....	5500	168	206	23650	B9.75/20	DB9.75/20	Con 21R	6-4 1/2 x 4 1/2	424	44.9	97-2400	H	C	C	2 1/2	13 1/2	7	FP	Wa	Zen	M	D-R	D-R	15
16	Ward La France 45D	.....	Op	Op	24000	8600	P 36x8	DP36x8	Wau SRL	6-4 1/2 x 5 1/2	462	45.9	97-2000	L	G	C	2 1/2	13 1/2	7	FP	Wa	Str	P	D-R	D-R	16
5 Ton																											
17	Acme.....10X Spec	.....	192	Op	23500	9400	B10.50/20	DB10.50/20	Con 21R	6-4 1/2 x 4 1/2	428.4	45.9	100-2200	H	C	N	2 1/2	13 1/2	7	PC	Fe	Str	M	A-L	A-L	17
18	Acme.....10X	.....	194	Op	23500	9600	B10.50/20	DB10.50/20	Con 15H	6-4 1/2 x 5 1/2	548.6	48.6	105-2000	L	G	C	2 1/2	13 1/2	7	PC	Fe	Str	M	A-L	A-L	18
19	Am. La Fra.....12R	.....	160	Op	22000	7500	B9.75/20	DB9.75/20	Own	6-4 1/2 x 5 1/2	410.9	40.8	75-1800	L	G	C	2 1/2	9 1/2	4	FP	Bu	Zen	V	D-R	D-R	19
20	Am. LaF. Big Ch. 16R	6725	226	242	24000	10000	P 40x8	DP40x8	Own	6-4 1/2 x 6	572.5	48.6	115-1600	L	G	C	2 1/2	10 1/2	4	FP	On	Zen	V	D-R	D-R	20	
21	Armleder.....61	.....	Op	199	19420	6700	P 36x8	DP36x8	Her WXC2	6-4 1/2 x 4 1/2	360	40.8	80-2200	L	G	C	2 1/2	13 1/2	7	FP	On	Zen	V	A-L	A-L	21
22	Atterbury.....100	.....	223	237	28000	9100	B10.50/20	DB10.50/20	Con 21R	6-4 1/2 x 4 1/2	428.4	45.9	101-2400	H	C	C	2 1/2	13 1/2	7	FP	Fe	Str	V	A-L	A-L	22
23	Autocar 3 1/2 & 5T	.....	5500	172	186	26000	P 42x9	DP42x9	Own	6-4 1/2 x 4 1/2	453	48.6	101-2400	L	G	C	2 1/2	14 1/2	7	FP	Fe	Str	V	D-R	L-N	23
24	Autocar.....FA	6100	192	242	26000	9000	P 38x9	DP38x9	Own	6-4 1/2 x 4 1/2	453	48.6	101-2400	L	G	C	2 1/2	14 1/2	7	FP	Fe	Str	V	D-R	L-N	24	
25	Available.....T-50	.....	Op	Op	22000	9300	B 9.75/20	DB9.75/20	Buick GRB	6-4 1/2 x 4 1/2	427.5	45.9	100-2400	H	C	C	2 1/2	13 1/2	7	CC	KP	Zen	M	A-L	A-L	25
26	Brockway.....4-5T-220	.....	170	224	22000	8400	P 40x8	DP40x8	Con	6-4 1/2 x 4 1/2	427.5	45.9	100-2400	H	C	N	2 1/2	13 1/2	7	CC	KP	Zen	M	A-L	A-L	26
27	Clinton.....120L	5500	204	Op	27050	9550	S 36x6	DS40x7	Bud BTU	4-5 1/2 x 6 1/2	510.5	40.0	61-1400	L	G	C	2 1/2	12 1/2	3	PC	Bu	Zen	V	Spl	A-Bo	27	
28	Clinton.....120LM	.....	204	Op	27150	9650	S 36x6	DS40x7	Bud BTU	4-5 1/2 x 6 1/2	510.5	40.0	61-1400	L	G	C	2 1/2	12 1/2	3	PC	Bu	Zen	V	Spl	A-Bo	28
29	Coleman X-100 5-6 T	.....	144	184	24300	11200	P 42x9	P 42x9	Bud BA6	6-4 1/2 x 5 1/2	411	40.8	105-2200	L	G	C	2 1/2	9 1/2	4	FP	Bu	Zen	V	D-R	D-R	29
30	Coleman X-100F 5-7 1/2	.....	144	184	24300	11200	P 42x9	P 42x9	Bud GL	6-4 1/2 x 5 1/2	411	40.8	105-2200	L	G	C	2 1/2	9 1/2	4	FP	Bu	Zen	V	D-R	D-R	30
31	Commerce.....100	58.0	175	192	.....	9600	S 36x6	S 40x14	Bud BA6	6-4 1/2 x 5 1/2	411	40.8	83-2100	L	G	A	3	13 1/2	7	PC	Pe	Zen	V	A-L	A-L	31
32	Concor.....CHB	.....	210	236	24000	10100	B 9.00/20	DB9.00/20	Con 16H	6-4 1/2 x 5 1/2	611.4	54.1	127-2300	L	G	A	3	13 1/2	7	PC	Fe	Zen	M	A-L	A-L	32
33	Concor.....CGW	.....	157	240	28000	9500	B 9.00/20	DB9.00/20	Con 21R	6-4 1/2 x 5 1/2	428	45.9	100-2200	H	C	C	2 1/2	13 1/2	7	PC	No	Zen	M	A-L	A-L	33
34	(Z) Corbitt.....24	.....	195	30	24800	9200	P 38x9	DP38x9	Con 20R	6-4 1/2 x 4 1/2	381	40.8	88-2140	H	C	N	2 1/2	13 1/2	7	FP	No	Zen	V	D-R	D-R	34
35	Day Elder.....24	5500	162	204	24000	9300	P 38x9	DP38x9	Con 21R	6-4 1/2 x 4 1/2	427.5	45.9	100-2600	H	C	N	2 1/2	13 1/2	7	FP	No	Zen	V	D-R	D-R	35	
36	Diamond T.....750	4145	178	238	24000	9000	B 9.75/22	DB9.75/22	Her YXC4	6-4 1/2 x 5 1/2	529.0	51.2	124-2200	L	G	C	2 1/2	15	5	PC	Bu	Zen	E	L-N	A-L	36	
37	Douglas.....5600	.....	192	242	26000	9200	S 36x6	DP36x8	Bud BBU	6-4 1/2 x 5 1/2	427.5	45.9	100-2400	H	C	C	2 1/2	13 1/2	7	FP	Bu	Zen	E	L-N	A-L	37
38	Douglas.....F6	6300	196	Op	26000	9200	B 9.75/38	DB9.75/38	Bud GL6	6-4 1/2 x 5 1/2	529.0	51.2	124-2200	L	G	C	2 1/2	15	5	PC	Bu	Zen	E	L-N	A-L	38	
39	Duplex.....M 5-7 Ton	7600	Op	Op	28000	10000	P 34x7	DP36x7	Bud GL6	6-4 1/2 x 5 1/2	529.0	51.2	124-2200	L	G	C	2 1/2	15	5	PC	Str	V	A-L	A-L	39		
40	Federal 4C6A 4-5 T	7435	192	231	24000	8330	P 36x8	DP 36x8	Con 20R	6-4 1/2 x 5 1/2	381	40.8	90-2200	H	C	C	2 1/2	13 1/2	7	FP	Co	Zen	M	D-R	D-R	40	
41	Federal 4C6AB 4-5 T	4960	192	231	24000	8850	P 36x8	DP36x8	Con 20R	6-4 1/2 x 4 1/2	381	40.8	90-2200	H	C	C	2 1/2	13 1/2	7	FP	Co	Zen	M	D-R	D-R	41	
42	Fisher-Std.....100A	.....	168	.....	21600	8300	P 36x8	DP36x8	Con 21R	6-4 1/2 x 5 1/2	427.5	45.9	102-2400	L	G	C	2 1/2	13 1/2	7	FP	Ha	Zen	V	D-R	D-R	42
43	Fisher-Stand.....105A	.....	168	.....	21600	8400	P 38x9	DP38x9	Con 21R	6-4 1/2 x 5 1/2	427.5	45.9	102-2400	L	G	C	2 1/2	13 1/2	7	FP	Ha	Zen	V	D-R	D-R	43
44	F.W.D.....M5	7600	165	Op	24800	11800	B12.75/20	B 12.75/20	Wau SRL	6-4 1/2 x 5 1/2	462	45.9	102-2200	L	G	C	2 1/2	13 1/2	7	PC	Wa	Zen	M	N-E	N-E	44	
45	Garford.....100	5830	175	192	.....	9600	S 36x6	S 40x14	Bud BA6	6-4 1/2 x 5 1/2	411	40.8	83-2100	L	G	C	2 1/2	9 1/2	4	FP	Bu	Zen	V	A-L	A-L	45
46	(X) Gen. Mot.....T51	2565	155	200	19000	5955	P 34x7	DP34x7	Own 331	6-3 1/2 x 5	331.4	33.7	94-2500	H	G	C	2 1/2	8 1/2	4	PC	Ha	Mar	M	D-R			

Line Number	Radiator Make	Clutch	Gear Set		Rear Axle	Front Axle	Brakes	Frame		Body Mounting Data		Springs		Auxiliary Type	Line Number														
			Type and Make	Gear Set				Type	Type	Cab to Rear of Frame	Cab to Rear Axle	Width of Frame	Front			Rear													
																	Location	No. of Forward Speeds	Aux. Locat. and Speeds	Universal Make and No.	Make and Model	Final Drive and Type	Drive and Torque	Reduce. in High	Reduce. in Low	Make and Model	Service	Area Service Brakes	Hand	Steering Gear Make	Dim. Side Rail	Type	Cab to Rear of Frame	Cab to Rear Axle	Width of Frame	Front	Rear
4 Ton Cont'd																													
1	Lon	D.Own	B-L 60 Max	A	7	...	Spl	Tim 66700DP	WF	R	10.3	98.2	Tim 16302	L41HV	664	CX	Ros	12x3 1/4 x 1/4	C	144	94 1/4	108	34	48x3	54x3	1	2		
2	Mod	D.Own	Own	A	7	...	Spl	Tim	W/2	R	7 1/2	51.6	Tim	L41HV	664	CX	Ros	12x3 1/4 x 1/4	C	172	108	34	48x3	54x3	3	3			
3	Mod	D.Own	Own	A	7	...	Spl	Tim	W/2	R	8.2	54.6	Tim	L41HV	664	CX	Ros	12x3 1/4 x 1/4	C	172	108	34	48x3	54x3	5	3			
4	Mod	D.Own	Own	A	7	...	Spl	Tim	W/2	R	8.2	54.6	Tim	L41HV	664	CX	Ros	12x3 1/4 x 1/4	C	172	108	34	48x3	54x3	6	3			
5	Mod	D.Own	Own	A	7	...	Spl	Tim	W/2	R	8.2	54.6	Tim	L41HV	664	CX	Ros	12x3 1/4 x 1/4	C	172	108	34	48x3	54x3	7	3			
6	Mod	D.Own	Own	A	7	...	Spl	Tim	W/2	R	8.2	54.6	Tim	L41HV	664	CX	Ros	12x3 1/4 x 1/4	C	172	108	34	48x3	54x3	8	3			
7	Own	P.B-L	B-L	A	4	Op	Spl	Tim 65720H	WF	R	9.3	62.2	Tim 15733H	L41HV	500	JX	Ros	12x3 1/4 x 1/4	C	172	108	34	48x3	54x3	9	3			
8	Own	P.B-L	B-L	A	4	Op	Spl	Tim 65706H	WF	R	9.3	62.2	Tim 15733H	L41HV	500	JX	Ros	12x3 1/4 x 1/4	C	172	108	34	48x3	54x3	10	3			
9	Own	P.B-L	B-L	A	4	Op	Spl	Tim 65706H	WF	R	9.3	62.2	Tim 15733H	L41HV	500	JX	Ros	12x3 1/4 x 1/4	C	172	108	34	48x3	54x3	11	3			
10	Per	D.B-L	B-L 75	A	4	Op	Spl	Tim 65706H	WF	R	9.3	62.2	Tim 15733H	L41HV	500	JX	Ros	12x3 1/4 x 1/4	C	172	108	34	48x3	54x3	12	3			
11	Per	D.B-L	B-L 55	A	4	Op	Spl	Tim 65706H	WF	R	9.3	62.2	Tim 15733H	L41HV	500	JX	Ros	12x3 1/4 x 1/4	C	172	108	34	48x3	54x3	13	3			
12	Chi	D.B-L	B-L 714	A	4	Op	Spl	Tim 65706H	WF	R	9.3	62.2	Tim 15733H	L41HV	500	JX	Ros	12x3 1/4 x 1/4	C	172	108	34	48x3	54x3	14	3			
13	Mod	DP.Lon	Ful MGU	U	4	Op	Spl	Tim 58200H	SF	R	7.8	50.7	Shu 5572	L41HV	660	TD	Ros	8x3x 1/4	T	Opt	Opt	33 1/2	40x2 1/2	56x3 1/2	15	13			
4 1/2 Ton																													
14	McC	D.B-L	B-L 60-7	A	7	No	Spl	Tim 66720dh	W/2	R	9.5	90.2	Tim 26450H	L41H	...	FD	Ros	8x3 1/2 x 1/4	C	Opt	Opt	32 1/2	40x2 1/2	54x4	16	14			
15	Per	D.B-L	B-L 55	A	7	No	Spl	Tim 66702DH	W-F	R	9.0	85.8	Tim 16702H	L41H	...	TD	Ros	8x3 1/2 x 1/4	C	Opt	Opt	33	40x2 1/2	56x3 1/2	17	15			
16	Own	P.B-L	B-L	A	4	Op	Spl	Tim	WF	R	Opt	Opt	Shu 615	T21MV	...	TX	Ros	7x3 1/2 x 1/4	C	Opt	Opt	33	40x2 1/2	56x3 1/2	18	16			
5 Ton																													
17	Per	B-L	B-L 60-7	A	7	...	Spl	Tim 66720DH	WF	R	9.0	85.5	Tim 26050H	L41D	876	TD	Ros	9x3 1/4 x 1/4	P	168	108 1/4	34	44x3	54x3 1/2	19	17			
18	Per	B-L	B-L 60-7	A	7	...	Spl	Tim 66720W	WF	R	9.0	85.5	Tim 26050TW	L41A	921	TD	Ros	9x3 1/4 x 1/4	P	168	108 1/4	34	44x3	54x3 1/2	20	18			
19	G&O	P.B&B	Own	A	4	U2	...	Tim 66704BY	WF	R	6.00	66.0	Tim 15733B	B41M	...	TD	Ros	9x2 1/4 x 1/4	T	Opt	Opt	33	44x3	54x3 1/2	21	18			
20	Own	P.B-L	Own	A	4	No	Own	Own 16R	2F	R	6.13	33.0	Own 16R	O41A	...	TX	Own	9x2 1/4 x 1/4	T	Opt	Opt	33	44x3	56x3	22	19			
21	Own	D.Ful	Ful MGU	U	4	No	Spl	Tim 65706H	WF	R	8.5	55.2	Shu 5572	L41HV	793	C	Ros	8x3x 1/4	C	Opt	Opt	31 1/2	40x2 1/2	62 1/2 x 3	23	21			
22	Per	D.B-L	B-L 55-7	A	7	No	Spl	Tim 66720DH	WF	R	9.0	85.5	Tim 26450H	L41H	864	...	Ros	9x3 1/4 x 1/4	C	Opt	Opt	33	40x3	56x4	24	22			
23	Own	dp.Lon	Own B	A	7	Op	Spl	Tim 65706H	WF	R	8.57	57.5	Own CL	O21M	502	TD	Ros	9x3x 1/4	C	Opt	Opt	33 1/2	42 1/2 x 3	54 1/2 x 4	25	23			
24	Own	D.Ful	Ful H U 16	U	12	A	Spl	Own TF	2F	R	8.57	57.5	Own CL	L041D	607	TD	Ros	9x3x 1/4	P	Opt	Opt	33 1/2	42 1/2 x 3	54 1/2 x 4	26	24			
25	Own	D.B-L	B-L 70	A	7	No	Blo	Tim 66704W	WF	R	9.1	90.0	Shu 638	B41A	441	FD	Ros	8x2 1/2 x 1/4	C	Opt	Opt	36	42x3	52x3 1/2	27	25			
26	G&O	D.B-L	B-L	A	4	No	Spl	Wis	2F	R	6.96	50.7	Shu	L41HV	546	CD	Ros	8x3 1/4 x 1/4	T	Opt	Opt	34	40x2 1/2	54x4	28	26			
27	Own	D.B-L	B-L 60	A	4	No	Blo	T 68702DHP	WF	R	8.80	47.1	Tim 17300	T21H	288	RI	Ros	10x3 1/4 x 1/4	C	Opt	Opt	38	43 1/2 x 3	55 1/2 x 4	29	27			
28	Own	D.B-L	B-L 60 Max	A	7	No	Blo	T 68702DHP	WF	R	8.80	47.1	Tim 17300	T21H	288	RI	Ros	10x3 1/4 x 1/4	C	Opt	Opt	38	43 1/2 x 3	55 1/2 x 4	30	28			
29	R-T	D.Ful	Ful R U 16	A	8	A 2	Spl	Wis 122	2F	R	8.54	140	Wis 122F	W2/41M	...	TD	Ros	14x2 1/2 x 1 1/4	C	Opt	Opt	168	105	30	48x3 1/2	52x3 1/2	31	29	
30	Per	D.B-L	B-L 60	A	4	No	Spl	Tim 65706H	WF	R	9.0	85.5	Tim 26450H	L41H	864	...	Ros	9x3 1/4 x 1/4	C	Opt	Opt	33	40x3	56x4	32	30			
31	Lon	D.Own	B-L 60 Max	A	7	No	Blo	Tim 68700DP	WF	R	10.1	95.0	Tim 16302	41A	...	FD	Ros	8x3 1/2 x 1/4	C	Opt	Opt	144	94 1/4	108	34	48x3 1/2	52x3 1/2	33	32
32	Per	D.Ful	Ful H U 16	U	12	A	Spl	WT 12527KW	2F	R	4.00	25.2	Tim 1660	41A	...	FD	Ros	8x3 1/2 x 1/4	C	Opt	Opt	198 1/2	141 1/2	41 1/2	34	40x3	60x4	34	33
33	Per	D.Jon	Cov Rus	A	7	No	Spl	Wis 1627K	2F	R	6.3	41.1	Tim 27450	41A	864	FD	Ros	7 1/2 x 3 1/4	C	Opt	Opt	128 1/2	73 1/2	36	46x3	58x3 1/2	35	34	
34	Per	D.B-L	B-L 60	A	4	No	Spl	Tim 66704DH	W/2	R	Opt	Opt	Tim 26450H	L41HV	695	TD	Ros	8x2 1/2 x 1/4	C	Opt	Opt	162	109	34	46x3	60x3 1/2	36	35	
35	Per	D.B-L	B-L 60	A	4	No	Spl	Tim 66720H	WF	R	9.0	50.8	Tim 26450H	L41HV	520	TD	Ros	10x3 1/4 x 1/4	C	Opt	Opt	132 1/2	78 1/2	37	48x3	60x3 1/2	37	36	
36	G&O	D.Ful	Ful H U 18	U	12	A	Spl	Wis 1458	2F	R	9.12	57	Shu 615	W21MV	503	CX	Ros	7 1/2 x 3 1/4 x 1/4	C	Opt	Opt	144	94 1/4	108	34	48x3	56x3 1/2	38	37
37	Own	D.Ful	Ful H U 18	U	12	A	Spl	Wis 1567	2F	R	10.3	64.4	Shu 650	W21M	538	CX	Ros	10x2 1/2 x 1/4	C	Opt	Opt	156	108	36	48x3	54x4	39	38	
38	Own	D.B-L	B-L 60	A	4	No	Spl	Tim 68700	WF	R	Opt	Opt	Shu	T21A	...	Ros	9x3 1/4 x 1/4	C	Opt	Opt	144	94 1/4	108	34	48x3	56x4	40	39	
39	Mod	P.B&B	B-L 60	A	7	No	P-S 4	T 66704 HP	WF	R	7.6	72.2	Own	L41HV	894	RI	Ros	7 1/2 x 3 1/4 x 1/4	C	Opt	Opt	180	107 1/2	34	42x2 1/2	54x3	41	40	
40	Lon	P.B&B	B-L 60	A	7	No	P-S 4	T 66704 WP	WF	R	7.6	72.2	Own	L41A	921	RI	Ros	7 1/2 x 3 1/4 x 1/4	C	Opt	Opt	180	107 1/2	34	42x2 1/2	54x3	42	41	
41	Lon	P.B-L	B-L 60	A	7	No	P-S 4	Tim 66720W	WF	R	9.0	85.5	Tim 26450H	W41A	768	CD	Ros	7 1/2 x 3 1/4 x 1/4	C	Opt	Opt	144	94 1/4	108	34	48x3	54x4	43	42
42	Lon	P.B-L	B-L 60	A	7	No	P-S 4	Tim 68720TW	WF	R	8.75	83.3	Tim 27450T	W41A	820	CD	Ros	7 1/2 x 3 1/4 x 1/4	C	Opt	Opt	144	94 1/4	108	34	48x3	54x4	44	43
43	Lon	P.B-L	B-L 60	A	7	No	P-S 4	Wis	2F	R	10.0	207.3	Wis	B41MV	528	T4	Ros	8x3 1/4	C	Opt	Opt	153 1/2	110 1/2	34	48x3 1/2	52x4	45	44	
44	Per	D.B-L	B-L 714	A	8	Op	Blo	Tim 68700DP	WF	R	10.1	95.0	Tim 16302	B41M	574	TX	Jac	9x3 1/4 x 1/4	P	125	70	34	40x3	50x3	46	45			
45	Lon	D.Own	B-L 60 Max	A	7	No	Blo	Eat 1718	2F	R	6.57	40.0	Eat 527F	B41M	574	TX	Jac	9x3 1/4 x 1/4	P	125	70	34	40x3	50x3	47	46			
46	Lon	D.Own	Mun	U	4	No	Spl	Eat 745R	2F	R	8.05	50.8	Eat 527F	B41M	574	TX	Jac	9x3 1/4 x 1/4	P	125	70	34	40x3	50x3	48	47			
47	Lon	D.Own	Mun	U	4	No	Spl	Tim 65706H	WF	R	8.50	52.5	Eat 527F	B41M	685	TX	Jac	9x3 1/4 x 1/4	P	125	70	34	40x3	50x3	49	48			
48	Lon	D.Own	Mun	U	4	No	Spl	Tim 65720	WF	R	8.50	52.5	Eat 527F	B41M	685	TX	Jac	9x3 1/4 x 1/4	P	125	70	34	40x3	50x3	50	49			
49	Lon	D.Own	Mun	U	4	No	Spl	Tim 65720	WF	R	8.50	52.5	Eat 527F	B41M	685	TX	Jac	9x3 1/4 x 1/4	P	125	70	34	40x3	50x3	51	50			
50	Lon	D.Own	Mun	U	12	A	Pet	Tim 66704	WF	R	10.2	143	Eat 527F	B41M	793	TD	Jac	9x3 1/4 x 1/4	P	125	70	34	40x3	50x3	52	51			
51	Lon	D.Own	Mun	U	12	A	Spl	Tim 67704	WF	R	10.2	143	Tim 36010	B41MV	865	TX	Jac	9x3 1/4 x 1/4	P	125	70	34	40x3	50x3	53	52			
52	Lon	D.Own	Mun	U	4	No	Spl	Tim 67730	2F	R	8.50	53.3	Tim 36000	B41MV	865	TX	Jac	9x3 1/4 x 1/4	P	137	82	34	40x3	50x3 1/2	54	53			
53	Lon	D.B-L	B-L	A	7	No	Spl	T 66704DHP	WF	R	Opt	Opt	Tim 16710H	L41A	...	RI	Ros	7x2 1/2 x 1/4	C	Opt	Opt	128 1/2	73 1/2	36	46x3	58x3 1/2	55	54	
54	Per	D.Jon	Cov Rus	A	7	No	Blo	Wis 1627	2F	R	6.3	41.0	Tim 27450	41A	864	FD	Ros	7 1/2 x 3 1/4	C	Opt	Opt	128 1/2	73 1/2	36	46x3	58x3 1/2	56	55	
55	Per	D.Ful	Ful H U 16	U	12	A	Spl	WT 12527KW	2F	R	4.00	25.2	Tim 1660	L41HV	690	TD	Ros												

Line Number	Make, Model and Capacity	General			Tire Size		Make and Model	Engine										Fuel System		Electrical System		Line Number				
		Chassis Price	Standard W.B.	Max. W.B. Furnished	Gross Vehicle Wt. (See Key Note)	Chassis Wt. (Stripped)		Front	Rear	Number of Cylinders Bore and Stroke	Piston Displacement	N.A.C.C. Rated H.P.	Max. Brake H.P. at Specified R.P.M.	Valve Arrangement	Camshaft Drive	Piston Material	Dia. Main Bearings	Length Main Bearings	No. Main Bearings	Oiling System	Governor Make		Carburetor Make	Fuel Feed	Ignition System Make	Generator, Starter Make
5½ Ton and More—Cont'd																										
1	(X) Gen. Mot. T85 5-7	5600	171	204	26000	10630	B 9.75/20	DB9.75/20	Own 468	6-4½x5½	468	43.3	115-2200	H	G	A	2½	14½	7	FP	Ha	Str	M	D-R	D-R	1
2	Gottfredson... RW104A	169	173	196	12000	12400	S 36x6	DB40x8	Bud DBU	4-5½x5½	40.0	48.6	100-2000	L	G	C	3	13½	7	FP	Pe	Str	M	D-R	D-R	2
3	Gottfredson... RW106A	169	173	196	12400	12400	S 36x6	DB40x8	Own	6-4½x5½	549	48.6	100-2000	L	G	C	3	13½	7	FP	Pe	Str	M	D-R	D-R	3
4	G-P... 85-6, 5-7	5875	169	Op	24000	9200	B10.50/20	DB10.50/20	Wau 6AB	8-3½x4½	420	45.0	140-3000	L	G	C	3	11½	5	PC	Wa	Str	M	A-L	A-L	4
5	G-P... 85-8, 5-7	169	Op	Op	24000	9200	B10.50/20	DB10.50/20	Lyc AED	8-3½x4½	420	45.0	140-3000	L	G	C	3	11½	5	PC	Wa	Str	M	A-L	A-L	5
6	G-P... 95-6, 7-10	6670	159	196	33000	10400	B10.50/24	DB10.50/24	Wau 6RB	6-5½x5½	677	60.0	125-2000	L	G	C	3	11½	5	PC	Wa	Str	M	A-L	A-L	6
7	Hahn & Selden... 77 5-7	27800	182	224	25000	10000	P 40x8	DP40x8	Con	6-4½x5½	611.4	54.9	102-2400	L	G	C	3	13½	7	FP	Pe	Str	M	D-R	D-R	7
8	Indiana... 5½-7½ T 250	182	224	30000	10750	10750	P 38x7	S 40x14	Con	6-4½x5½	611.4	54.2	116-1800	L	G	C	3	13½	7	FP	Pe	Str	M	D-R	D-R	8
9	Indiana... 7½-10T 290	182	212	30000	10750	10750	P 38x7	S 40x14	Con	6-4½x5½	611.4	54.2	116-1800	L	G	C	3	13½	7	FP	Pe	Str	M	D-R	D-R	9
10	LaFran-Republic... 35-2	174	198	24000	9250	9250	P 38x9	DP38x9	Wau 6AB	6-4½x5½	549.0	48.6	98-1850	L	G	C	3	11½	4	PC	Wa	Str	M	A-L	A-L	10
11	Mack AC...	5500	156	240	24000	9250	S 36x6	DB10.50/24	Own BK	4-5½x5½	471.2	40.0	77-1800	L	G	C	3	10½	3	PS	On	Str	M	A-L	A-L	11
12	Mack AC...	6550	174	240	24000	9250	S 36x6	DB10.50/24	Own BK	4-5½x5½	525.5	48.6	126-2200	L	G	C	3	10½	3	PS	On	Str	M	A-L	A-L	12
13	Mack AC...	6000	156	240	24000	9250	S 36x7	DB10.50/24	Own AC	4-5½x5½	471.2	40.0	77-1800	L	G	C	3	10½	3	PS	On	Str	M	A-L	A-L	13
14	Mack AP...	9500	191	191	22000	8000	P 36x8	DP36x8	Own AP	6-5½x5½	706.5	60.0	150-2000	L	G	C	3	11½	4	PS	On	Str	M	A-L	A-L	14
15	Moreland... H7	1926	196	22000	8000	8000	P 36x8	DP36x8	Her YXC	6-4½x5½	428.4	45.9	94-2200	L	G	C	3	12	5	FP	No	Zen	M	A-L	A-L	15
16	Netco... K	6500	180	220	32000	11000	B10.50/40	Lyc AEC	Her AEC	8-3½x4½	420	140	140-2800	L	G	C	3	12	5	FP	No	Zen	M	A-L	A-L	16
17	Pierce-Arrow... PZ	168	204	34000	12800	12800	S 36x7	DB40x8	Own	6-4½x5½	611.4	54.1	130-2000	L	G	C	3	16½	7	FP	Ha	Zen	M	D-R	D-R	17
18	Relay... 100B, 7½ T	6900	220	240	34000	12800	S 36x7	DB9.75/24	Buda GF6	6-4½x5½	638	54.1	118-1850	L	G	C	3	10½	4	FP	Ha	Zen	M	D-R	D-R	18
19	Schacht... 65 6	168	198	24000	9250	9250	P 38x5	S36x12	Wau SRL	6-4½x5½	462	45.9	88-2000	L	G	C	3	11½	4	PC	Mo	Zen	G	L-N	L-N	19
20	Schacht... 70 7½ T	168	200	24000	9250	9250	P 38x7	DS 40x8	Wau SRL	6-4½x5½	462	45.9	88-2000	L	G	C	3	11½	4	PC	Mo	Zen	G	L-N	L-N	20
21	Service... 1002B	5830	175	240	24000	9600	P 36x6	S 40x14	Bud BA6	6-4½x5½	410.9	40.8	83-2100	L	G	C	2½	9½	4	FP	Bo	Zen	V	A-L	A-L	21
22	Standard... 5-7	165	180	24000	9250	9250	P 38x6	S 40x14	Con B5	4-4½x5½	425.3	36.1	102-2400	L	G	C	3	13½	7	FP	Si	Str	V	Elis	ABol	22
23	Sterling FW140, FD140	192	222	24000	10050	10050	P 40x8	DP40x8	Wau SRL	6-4½x5½	462	45.9	102-2400	L	G	C	3	13½	7	FP	Wa	Zen	M	D-R	D-R	23
24	Sterling... FC135	192	222	24000	10050	10050	P 40x8	DP40x8	Wau SRL	6-4½x5½	462	45.9	102-2400	L	G	C	3	13½	7	FP	Wa	Zen	M	D-R	D-R	24
25	Sterling FC140 6 7½	200	230	24000	9555	9555	P 40x8	DP40x8	Wau HB	6-4½x5½	489	43.4	90-2000	L	G	C	3	11½	4	CC	Wa	Zen	M	D-R	D-R	25
26	Sterling FC145 6 7½	200	230	24000	9555	9555	P 40x8	DP40x8	Wau AB	6-4½x5½	549	48.6	99-2000	L	G	C	3	11½	4	CC	Wa	Zen	M	D-R	D-R	26
27	Sterling FC170 7½ T	200	230	24000	9555	9555	P 40x8	DP44x10	Wau AB	6-4½x5½	549	48.6	99-2000	L	G	C	3	11½	4	CC	Wa	Zen	M	D-R	D-R	27
28	Sterling FC170 7½ T	200	230	24000	9555	9555	P 40x8	DP44x10	Wau RB	6-5½x5½	677	60	125-2000	L	G	C	3	11½	4	CC	Wa	Zen	M	D-R	D-R	28
29	Stewart... 27X 7 T	5700	165	235	31000	10040	P 36x7	P 40x7	Wau 6SRL	6-4½x5½	462	45.9	100-2000	L	G	C	3	12½	7	FP	On	Str	V	D-R	D-R	29
30	Walter... FHR8 7½ T	5700	165	235	31000	10040	P 36x7	P 40x7	Wau 6SRL	6-4½x5½	462	45.9	100-2000	L	G	C	3	12½	7	FP	On	Str	V	D-R	D-R	30
31	Ward La France 50D-7	5700	Op	Op	28000	9900	P 40x8	DP40x8	Wau SRL	6-4½x5½	462	45.9	97-2000	L	G	C	3	13½	7	FP	Wa	Str	P	D-R	D-R	31
32	Ward La France 70C-7	5550	Op	Op	28000	10500	S 36x7	DB40x8	Wau SRL	6-4½x5½	462	45.9	97-2000	L	G	C	3	13½	7	FP	Wa	Str	P	D-R	D-R	32
33	Ward La France 70B-7	6300	Op	Op	28000	10500	S 36x7	DB40x8	Wau AB	6-4½x5½	540	48.6	100-1800	L	G	C	3	11½	4	FP	Wa	Str	P	D-R	D-R	33
34	White... 642	5100	174	215	28000	9409	S 36x6	S 40x12	Own GRB	6-4½x5½	326.3	28.9	54-1600	L	G	C	3	1½	3	FP	On	Zen	M	D-R	D-R	34
35	Witt-Will... R55	5700	159	240	27000	9500	P 38x9	DP38x9	Con 21R	6-4½x5½	427.5	45.9	100-2000	L	G	C	3	13½	7	FP	No	Zen	M	D-R	D-R	35
Six-Wheelers																										
36	Autocar... G 10T	9000	171	238	36000	13000	P 36x8	DP36x8	Own	6-4½x5½	453.0	48.6	101-2400	L	G	C	3	14½	7	FP	Pe	Str	V	D-R	L-N	36
37	Brookway 640, 10 Ton	212	224	40000	14000	14000	P 38x7	S 36x10	Own	6-4½x5½	611.4	54.2	116-1800	L	G	C	3	13½	7	FP	Pe	Str	V	D-R	L-N	37
38	Chicago... 1-36-D	174	222	35740	12740	12740	B 7.50/20	DB7.50/20	Wau 6SRL	6-4½x5½	462	45.9	97-2000	L	G	C	3	13½	7	FP	Wa	Str	M	A-L	A-L	38
39	Corbitt... 20SW6	Op	Op	Op	Op	Op	B 7.50/20	DB7.50/20	Con 20R	6-4½x5½	411.0	40.0	89-2400	H	C	C	2½	13	7	FP	No	Zen	M	D-R	D-R	39
40	Corbitt... 288W6	Op	Op	Op	Op	Op	P 34x7	DP34x7	Con 21R	6-4½x5½	427.5	45.9	100-2600	H	C	C	2½	13	7	FP	No	Zen	M	D-R	D-R	40
41	Corbitt... 368W6	Op	Op	Op	Op	Op	P 36x8	DP36x8	Con 21R	6-4½x5½	427.5	45.9	100-2600	H	C	C	2½	13	7	FP	No	Zen	M	D-R	D-R	41
42	Corbitt... 408W6	Op	Op	Op	Op	Op	P 38x9	DP38x9	Con 16H	6-4½x5½	611.4	54.1	127-2300	L	G	C	3	13½	7	FP	No	Zen	M	D-R	D-R	42
43	Day Elder 285 8 Ton	9000	164	204	28500	12000	B 8.25/20	DB8.25/20	Con 21R	6-4½x5½	427.5	45.9	100-2600	H	C	C	2½	13	7	FP	Co	Zen	V	D-R	D-R	43
44	Day Elder 345 10 Ton	9000	164	204	28500	12000	B 8.25/20	DB8.25/20	Con 21R	6-4½x5½	427.5	45.9	100-2600	H	C	C	2½	13	7	FP	Co	Zen	V	D-R	D-R	44
45	Day Elder 402 12 Ton	9000	164	204	28500	12000	B 8.25/20	DB8.25/20	Con 21R	6-4½x5½	427.5	45.9	100-2600	H	C	C	2½	13	7	FP	Co	Zen	V	D-R	D-R	45
46	Diamond T... 801 4T	414	189	219	21000	8000	P 36x8	P 36x8	Her YXC	6-4½x5½	4															

Line Number	Radiator Make	Clutch	Gear Set	Type and Make	Make and Model	Location	No. of Forward Speeds	Aux. Locat. and Speeds	Universal Make and No.	Make and Model	Rear Axle		Front Axle		Brakes		Frame		Body Mounting Data		Springs		Auxiliary Type	Line Number					
											Wheels Driven	Final Drive and Type	Drive and Torque	Reduc. in High	Reduc. in Low	Make and Model	Service	Area Service Brakes	Hand	Steering Gear Make	Dim. Side Rail	Type			Cab to Rear of Frame	Cab to Rear Axle	Width of Frame	Front	Rear
5 1/2 Ton and more Cont'd																													
1	Lon	D.	Ful	B-L 60	U A A	4	No	No	Spl	Tim 76730	2F	R	8.50	53.3	Tim 36000	B4IMV	865	TX	Jac	9x4x1/2	P	137	82	34 1/2	50x3 1/2	54x3	1/2	1	
2	Lon	D.B-L	B-L 60 Max	U A A	4	No	No	No	Spl	Tim 68700DP	2F	R	11.7	111	Tim 17302	B4IMV	865	TX	Ros	8x3x1/2	T	137	82	34 1/2	50x3 1/2	54x3	1/2	2	
3	McC	D.B-L	B-L 60 Max	U A A	4	No	No	No	Spl	Tim 68700DP	2F	R	10.0	95.0	Tim 17302	B4IMV	865	TX	Ros	8x3x1/2	T	137	82	34 1/2	50x3 1/2	54x3	1/2	3	
4	Own	D.Ful	Ful MHV	U A A	4	No	No	No	Spl	Tim 1567W	2F	R	9.00	113	Tim 27450TW	B4IMV	865	TX	CD	12x3 1/2 x 1 1/2	T	137	82	34 1/2	50x3 1/2	54x3	1/2	4	
5	Own	D.Ful	Ful MHU	U A A	4	No	No	No	Spl	Tim 1567W	2F	R	9.00	113	Tim 27450TW	B4IMV	865	TX	CD	12x3 1/2 x 1 1/2	T	137	82	34 1/2	50x3 1/2	54x3	1/2	5	
6	Own	D.Ful	Ful MHD	U A A	4	No	No	No	Spl	Tim 1567W	2F	R	10.1	125	Tim 27450TW	B4IMV	865	TX	CD	12x3 1/2 x 1 1/2	T	137	82	34 1/2	50x3 1/2	54x3	1/2	6	
7	Lon	D.B-L	B-L	U A A	4	No	No	No	Spl	Tim 76730	2F	R	8.50	53.3	Tim 36000	B4IMV	865	TX	CD	12x3 1/2 x 1 1/2	T	137	82	34 1/2	50x3 1/2	54x3	1/2	7	
8	Lon	D.B-L	B-L	U A A	4	No	No	No	Spl	Tim 76730	2F	R	8.50	53.3	Tim 36000	B4IMV	865	TX	CD	12x3 1/2 x 1 1/2	T	137	82	34 1/2	50x3 1/2	54x3	1/2	8	
9	Lon	D.B-L	B-L	U A A	4	No	No	No	Spl	Tim 76730	2F	R	8.50	53.3	Tim 36000	B4IMV	865	TX	CD	12x3 1/2 x 1 1/2	T	137	82	34 1/2	50x3 1/2	54x3	1/2	9	
10	Own	D.Ful	Ful MHU	U A A	4	No	No	No	Spl	Tim 1567W	2F	R	9.00	113	Tim 27450TW	B4IMV	865	TX	CD	12x3 1/2 x 1 1/2	T	137	82	34 1/2	50x3 1/2	54x3	1/2	10	
11	Own	P.Own	Own AC	U A A	4	No	No	No	Spl	Tim 1567W	2F	R	9.00	113	Tim 27450TW	B4IMV	865	TX	CD	12x3 1/2 x 1 1/2	T	137	82	34 1/2	50x3 1/2	54x3	1/2	11	
12	Own	P.Own	Own AC	U A A	4	No	No	No	Spl	Tim 1567W	2F	R	9.00	113	Tim 27450TW	B4IMV	865	TX	CD	12x3 1/2 x 1 1/2	T	137	82	34 1/2	50x3 1/2	54x3	1/2	12	
13	Own	P.Own	Own AC	U A A	4	No	No	No	Spl	Tim 1567W	2F	R	9.00	113	Tim 27450TW	B4IMV	865	TX	CD	12x3 1/2 x 1 1/2	T	137	82	34 1/2	50x3 1/2	54x3	1/2	13	
14	Own	P.Own	Own AC	U A A	4	No	No	No	Spl	Tim 1567W	2F	R	9.00	113	Tim 27450TW	B4IMV	865	TX	CD	12x3 1/2 x 1 1/2	T	137	82	34 1/2	50x3 1/2	54x3	1/2	14	
15	Lon	P.B-L	B-L 554	U A A	4	No	No	No	Spl	Tim 68704WP	2F	R	9.00	99.2	Tim 16710H	L4IHV	690	TX	TI	8x3 1/2 x 1 1/2	C	168	113	34	39 1/2 x 2 1/2	56 1/2 x 3 1/2	1/2	15	
16	Mod	D.B-L	B-L	U A A	4	No	No	No	Spl	Tim 1627KH	2F	R	10.0	95.0	Tim 17302	L4IHV	690	TX	TI	8x3 1/2 x 1 1/2	C	168	113	34	39 1/2 x 2 1/2	56 1/2 x 3 1/2	1/2	16	
17	Lon	P.Own	Own AC	U A A	4	No	No	No	Spl	Tim 1567W	2F	R	9.00	113	Tim 27450TW	L4IHV	690	TX	TI	8x3 1/2 x 1 1/2	C	168	113	34	39 1/2 x 2 1/2	56 1/2 x 3 1/2	1/2	17	
18	Mod	P.B-L	B-L 1714	U A A	4	No	No	No	Spl	Tim 85AH	2F	R	11.7	111	Tim 17302	L4IHV	690	TX	TI	8x3 1/2 x 1 1/2	C	168	113	34	39 1/2 x 2 1/2	56 1/2 x 3 1/2	1/2	18	
19	Mod	P.B-L	B-L 1714	U A A	4	No	No	No	Spl	Tim 85AH	2F	R	11.7	111	Tim 17302	L4IHV	690	TX	TI	8x3 1/2 x 1 1/2	C	168	113	34	39 1/2 x 2 1/2	56 1/2 x 3 1/2	1/2	19	
20	Own	D.B-L	B-L 70	U A A	4	No	No	No	Spl	Tim 1567W	2F	R	9.00	113	Tim 27450TW	L4IHV	690	TX	TI	8x3 1/2 x 1 1/2	C	168	113	34	39 1/2 x 2 1/2	56 1/2 x 3 1/2	1/2	20	
21	Lon	Own	B-L 60 Max	U A A	4	No	No	No	Spl	Tim 68700DP	2F	R	10.0	95.0	Tim 17302	L4IHV	690	TX	TI	8x3 1/2 x 1 1/2	C	168	113	34	39 1/2 x 2 1/2	56 1/2 x 3 1/2	1/2	21	
22	Lon	D.B-L	B-L 60	U A A	4	No	No	No	Spl	Tim 68700DP	2F	R	10.0	95.0	Tim 17302	L4IHV	690	TX	TI	8x3 1/2 x 1 1/2	C	168	113	34	39 1/2 x 2 1/2	56 1/2 x 3 1/2	1/2	22	
23	Mod	D.Own	Own	U A A	4	No	No	No	Spl	Tim 68700DP	2F	R	10.0	95.0	Tim 17302	L4IHV	690	TX	TI	8x3 1/2 x 1 1/2	C	168	113	34	39 1/2 x 2 1/2	56 1/2 x 3 1/2	1/2	23	
24	Mod	D.Own	Own	U A A	4	No	No	No	Spl	Tim 68700DP	2F	R	10.0	95.0	Tim 17302	L4IHV	690	TX	TI	8x3 1/2 x 1 1/2	C	168	113	34	39 1/2 x 2 1/2	56 1/2 x 3 1/2	1/2	24	
25	Mod	D.Own	Own	U A A	4	No	No	No	Spl	Tim 68700DP	2F	R	10.0	95.0	Tim 17302	L4IHV	690	TX	TI	8x3 1/2 x 1 1/2	C	168	113	34	39 1/2 x 2 1/2	56 1/2 x 3 1/2	1/2	25	
26	Mod	D.Own	Own	U A A	4	No	No	No	Spl	Tim 68700DP	2F	R	10.0	95.0	Tim 17302	L4IHV	690	TX	TI	8x3 1/2 x 1 1/2	C	168	113	34	39 1/2 x 2 1/2	56 1/2 x 3 1/2	1/2	26	
27	Mod	D.Own	Own	U A A	4	No	No	No	Spl	Tim 68700DP	2F	R	10.0	95.0	Tim 17302	L4IHV	690	TX	TI	8x3 1/2 x 1 1/2	C	168	113	34	39 1/2 x 2 1/2	56 1/2 x 3 1/2	1/2	27	
28	Mod	D.Own	Own	U A A	4	No	No	No	Spl	Tim 68700DP	2F	R	10.0	95.0	Tim 17302	L4IHV	690	TX	TI	8x3 1/2 x 1 1/2	C	168	113	34	39 1/2 x 2 1/2	56 1/2 x 3 1/2	1/2	28	
29	Own	D.Ful	Ful	U A A	4	No	No	No	Spl	Tim 68700DP	2F	R	10.0	95.0	Tim 17302	L4IHV	690	TX	TI	8x3 1/2 x 1 1/2	C	168	113	34	39 1/2 x 2 1/2	56 1/2 x 3 1/2	1/2	29	
30	Own	Own	Own	U A A	4	No	No	No	Spl	Tim 68700DP	2F	R	10.0	95.0	Tim 17302	L4IHV	690	TX	TI	8x3 1/2 x 1 1/2	C	168	113	34	39 1/2 x 2 1/2	56 1/2 x 3 1/2	1/2	30	
31	Own	P.B-L	B-L	U A A	4	No	No	No	Spl	Tim 68702	2F	R	10.0	95.0	Tim 17302	L4IHV	690	TX	TI	8x3 1/2 x 1 1/2	C	168	113	34	39 1/2 x 2 1/2	56 1/2 x 3 1/2	1/2	31	
32	Own	P.B-L	B-L	U A A	4	No	No	No	Spl	Tim 68700	2F	R	10.0	95.0	Tim 17302	L4IHV	690	TX	TI	8x3 1/2 x 1 1/2	C	168	113	34	39 1/2 x 2 1/2	56 1/2 x 3 1/2	1/2	32	
33	Own	P.B-L	B-L	U A A	4	No	No	No	Spl	Tim 68700DP	2F	R	10.0	95.0	Tim 17302	L4IHV	690	TX	TI	8x3 1/2 x 1 1/2	C	168	113	34	39 1/2 x 2 1/2	56 1/2 x 3 1/2	1/2	33	
34	Own	P.Own	Own GREB	U A A	4	No	No	No	Spl	Tim 52	2F	R	11.7	58.4	Tim 16700	OPXIM	224	21	Own	8x	I	166	105 1/2	42 1/2	44 1/2	51 1/2 x 5	51 1/2 x 5	1/2	34
35	Per	D.B-L	B-L 60	U A A	4	No	No	No	Spl	Tim 66704DH	2F	R	9.0	48.2	Tim 16700	L4IHV	690	TX	TI	8x3 1/2 x 1 1/2	C	166	105 1/2	42 1/2	44 1/2	51 1/2 x 5	51 1/2 x 5	1/2	35
Six-Wheelers																													
36	Own	D.B-L	B-L 70	U A A	4	No	No	No	Spl	Tim 300W	4R	W	10.6	100	Tim 27450	T6IA	720	TD	Ros	10 1/2 x 3 x 1 1/2	T	159 1/2	86 1/2	34 1/2	42 1/2 x 3	61 1/2	36		
37	Lon	D.B-L	B-L	U A A	4	No	No	No	Spl	Tim 300W	4R	W	10.6	100	Tim 27450	T6IA	720	TD	Ros	10 1/2 x 3 x 1 1/2	T	159 1/2	86 1/2	34 1/2	42 1/2 x 3	61 1/2	37		
38	Chi	D.B-L	B-L 60 Max	U A A	4	No	No	No	Spl	Tim 310	4R	W	9.75	73.6	Tim 26450	T4IA	676	TD	Ros	8x3x1/2	T	137	82	34 1/2	50x3 1/2	54x3	1/2	38	
39	Per	P.B-L	B-L 615	U A A	4	No	No	No	Spl	Tim SW100W	4R	W	10.6	100	Tim 27450	W6IA	720	TD	Ros	8x3x1/2	T	137	82	34 1/2	50x3 1/2	54x3	1/2	39	
40	Per	P.B-L	B-L 607	U A A	4	No	No	No	Spl	Tim SW200W	4R	W	10.6	100	Tim 27450	W6IA	720	TD	Ros	8x3x1/2	T	137	82	34 1/2	50x3 1/2	54x3	1/2	40	
41	Per	P.B-L	B-L 607	U A A	4	No	No	No	Spl	Tim SW300W	4R	W	10.6	100	Tim 27450	W6IA	720	TD	Ros	8x3x1/2	T	137	82	34 1/2	50x3 1/2	54x3	1/2	41	
42	Per	P.B-L	B-L 607	U A A	4	No	No	No	Spl	Tim SW400W	4R	W	10.6	100	Tim 27450	W6IA	720	TD	Ros	8x3x1/2	T	137	82	34 1/2	50x3 1/2	54x3	1/2	42	
43	Per	D.B-L	B-L 60	U A A	4	No</																							

KEY OF REFERENCES

GENERAL

Gross Vehicle Weight—Chassis weight, plus body and cab, plus pay load.

Chassis Price is for truck with standard wheelbase listed and with tires listed F.O.B. factory, unless otherwise specified.

b—Price of Mack AC 7-10 ton, \$4,950, tires, 8 36x5, DS 40x5; 11-14 ton, \$5,500, tires, 8 36x6, DS 40x6; 15 ton, \$6,000, tires 8 36x7, DS 40x7.

(U)—Gottfredson-Rear Axle Model B800 also provided with 2412 EA-Car.

(V)—Hug 87M has wheelbase of 120 in. C87 has wheelbase of 146, 154, 171 and 181.

(Y)—Chevrolet utility model with dual 30x5 rear tires lists at \$545.00.

(Z)—Larger engines and corresponding transmissions provided on all models of Corbitt trucks when type of service requires them.

TIRES

B—Balloons.

DB—Dual Balloons standard equipment.

P—High Pressure Pneumatics standard equipment.

DP—Dual High Pressure Pneumatics standard equipment.

S—Solids.

DS—Dual Solids.

°—Pneumatics furnished at extra cost.

ENGINE

Bud—Buda Company.

Con—Continental Motors Corp.

Has—American Car & Fdy. Co.

Her—Hercules Motor Corp.

Lyc—Lycoming Motor Corp.

Wau—Waukesha Motor Co.

Wis—Wisconsin Motor Mfg. Co.

Valve Arrangement

H—In head.

L—"L" Head.

S—Sleeve.

T—"T" Head.

Camshaft Drive

C—Chain.

G—Gear.

Piston Material

A—Aluminum alloy.

B—Semi-steel.

C—Cast iron.

N—Nickel iron.

S—Aluminum alloy with strut.

Main Bearings

r—Rear main bearing.

Oiling System

CC—Pressure to main, connecting rod and camshaft bearings.

FP—Pressure to main, connecting rod, camshaft bearings and piston pins.

PC—Pressure to mains and connecting rod bearings.

PQ—Pump, gravity and splash.

PS—Pressure with splash.

SP—Circulating with splash.

Governor

Bf—Bethlehem Fabricators, Inc.

Bu—Buda.

Co—Continental.

Ha—Handy Governor Co.

HS—Amer. Car & Fdy. Co.

KP—Handy Governor Co.

Mo—Monarch.

No—Not supplied.

On—Own.

Op—Optional.

Pe—Pierce Governor Co.

Si—Simplex (Eisemann Magneto Corp.)

St—Sterling.

Wa—Waukesha.

Radiator

Bus—Bush Mfg. Co.

Chi—Chicago Mfg. Co.

Fed—Fedders Mfg. Co.

G&O—C & O Mfg. Co.

Har—Harrison Rad. Corp.

Hex—Hexcel Rad. Co.

Lon—Long Mfg. Company.

McC—McCord Rad. & Mfg. Co.

Mod—Modine Mfg. Co.

Per—Perflex Corp.

R-T—Rome-Turney Rad. Co.

You—Young Rad. Company.

FUEL SYSTEM

Carburetor Make

Car—Carter Carburetor Co.

Joh—Johnson.

Mar—Marvel Carburetor Co.

Sch—Wheeler Schebler Co.

Ste—Detroit Lubricator.

Str—Stromberg Motor Dev. Co.

Stw—Stewart.

Til—Tillotson Mfg. Co.

Zen—Zenith-Detroit Corp.

Fuel Feed

E—Electric Pump.

G—Gravity.

M—Mechanical Pump.

P—Pressure.

V—Vacuum.

ELECTRICAL SYSTEMS

A-Bo—Amer. Bosch Magneto Co.

R-Bo—Robert Bosch Magneto Co.

Apo—Apollo Magneto Corp.

D-R—Delco Remy Company.

Eis—Eisemann Magneto Corp.

L-N—Leeco-Neville Co.

N-E—North East Elec. Co.

Spl—Splittorf Electrical Co.

1—Generator and Starter at extra cost.

2—Starter not supplied. Generator at extra cost.

3—Starter at extra cost.

CLUTCH

D—Multiple disk.

dp—Double Plate.

O—Plate in oil.

P—Single plate.

Type

B&B—Borg & Beck Co.

B-L—Brown-Lipe Gear Co.

Cla—Clark Equipment Co.

Cor—Covert Gear Co.

D-Q—Detroit Gear & Mach. Co.

Ful—Fuller & Sons Mfg. Co.

H-S—Merchant & Evans Co.

Jon—Jones Clutch & Gear Co.

Lon—Long Mfg. Company.

M-E—Merchant & Evans.

M.M.—Mechanics Mach. Co.

Mun—Muncie Products Div. General Motors Corp.

W-G—Warner Gear Co.

War—Warner Corp.

GEARSET

B-L—Brown-Lipe Gear Co.

Cla—Clark Equipment Co.

Cor—Covert Gear Co.

D-Q—Detroit Gear & Mach. Co.

Ful—Fuller & Sons Mfg. Co.

M.M.—Mechanics Mach. Co.

Mun—Muncie Products Div. General Motors Corp.

W-G—Warner Gear Co.

War—Warner Corp.

Location

A—Amidships.

J—Unit with jackshaft.

U—Unit with engine.

Auxiliary, Location

No—Not furnished.

Op—Optional at extra cost.

A—Amidships.

R—Rear of amidships main transmission.

U—Unit with engine.

UNIVERSAL JOINTS

Blo—Blood Bros. Mach. Co.

B-C—Blood and Cleveland.

Cle—Cleveland Steel Prod. Corp.

Har—Spicer Mfg. Co.

M.M.—Mechanics Machine Co.

PeS—Peters and Spicer.

Pet—Peters.

P-S—Peters and Sneed.

S-C—Spicer and Cleveland.

Spl—Spicer Mfg. Co.

S-P—Superior Universal Products Co.

SpB—Spicer and Blood Bros.

SpP—Spicer and Pick.

S-T—Spicer & Thermoid.

U-M—Universal Machine Co.

U-P—Universal Products Co.

REAR AXLE

Cla—Clark Equip. Co.

Col—Columbia Axle Co.

Con—Continental Axle Co.

Eat—Eaton Axle Co.

Sal—Salisbury Axle Co.

Tim—Timken Det. Axle Co.

Wis—Wisconsin Axle Co.

Final Drive and Type

B—Bevel.

C—Chain.

D—Dead.

F—Full Floating.

H—Hypoid.

I—Internal Gear.

2—Double Reduction.

R—Relay—Pendulum Drive.

S—Spiral Bevel.

W—Worm.

w/2—Worm or Double Reduction.

Optional.

1/2—Semi-Floating.

3/4—Three-Quarter Floating.

Drive and Torque

A—Radius Rods and Torque Arm.

H—Hotchkiss.

R—Radius Rods.

T—Torque Arm.

U—Torque Tube.

O—Radius Rods Optional.

WHEELS DRIVEN

2—Forward pair of rear wheels.

4F—Front and forward pair of rear wheels.

4R—Four rear wheels.

6—Six wheels.

FRONT AXLE

Shu—Shuler Axle Co., Inc.

Cla—Clark Equipment Co.

Col—Columbia Axle Co.

Con—Continental Axle Co.

Eat—Eaton Axle Co.

Sal—Salisbury Axle Co.

She—Sheldon.

Tim—Timken Det. Axle Co.

Wis—Wisconsin Axle Co.

BRAKES—Service

B—Bendix.

BE—Bendix front, Eaton rear.

BO—Bendix front, Own rear.

C—Columbia.

K—Clark.

L—Lockheed.

LO—Lockheed front, Own rear.

O—Own.

OE—Own front, Eaton rear.

OW—Own front, Wisconsin rear.

S—Steeldraulic.

T—Timken.

W—Wisconsin.

Ws—Westinghouse.

BRAKES—Hand

C—Center of double propeller shaft.

2—Rear wheels.

4—Four wheels.

R—Worm or bevel gear shaft.

T—Transmission.

F—Driveshaft.

Type

D—Disk.

I—Internal.

X—External.

Y—Internal front and external rear.

STEERING GEAR

CAS—Columbus G. & P. Co.

Gem—Gemmer Mfg. Co.

Han—Hannum Mfg. Co.

Jac—Saginaw Steering Gear Div. General Motors Corp.

Lav—Hannum Mfg. Co.

Ros—Ross Gear & Tool Co.

Woh—Wohlrab Gear Co.

FRAME

C—Channel.

I—"I" Beam.

P—Channel reinforced with plate.

T—Side rails tapered front and rear.

SPRINGS—Auxiliary

1/2—Semi-elliptic above or below main springs.

3/4—Quarter elliptic.

C—Coil spring.

Type

(X) General Motors Trucks. Gross vehicle weight indicated for each model in table is the Straight Rating (combined weight of chassis, body, equipment and payload) for which chassis is designed and guaranteed to satisfactorily operate under average conditions. The size of the tires used does not affect this Straight Rating, but to secure maximum tire mileage it is suggested that the total gross weight be limited to a "recommended gross weight" for each tire equipment (type number) based on tire capacity. Chassis prices vary with wheelbase and tire combinations. The range of "recommended gross weights," type numbers and resulting payload range (assuming nominal body allowance) for each model follow.

Note: Models T-15 to T-60 inclusive, as well as Models TX and WX, are available for Export only as coach chassis.

MODEL

RANGE OF RECOMMENDED GROSS WEIGHTS (LBS.)

TYPE NUMBERS

RANGE OF PAYLOAD (TONS)

T-11 3800 1001 1/2

T-15 4500 to 6500 1501 to 1708 1 1/2

T-17 5500 to 6500 1701 to 1708 1-1 1/2

T-19 6500 to 8500 2201 to 2223 1 1/2-2

T-25 6800 to 9000 2501 to 2518 1 1/2-2

T-26 8500 to 11000 261-1 to 2618-18 2-3

T-30 10000 to 12500 3201 to 3215 2-3

T-31 11000 to 14000 311-1 to 315-9 2 1/2-4

TX-186 14000 Export Coach

WX-185 14500 Export Coach

T-42 12000 to 16000 4201 to 4212 2 1/2-4

T-44 12000 to 16000 4401 to 4412 3-4 1/2

T-45 13500 to 16000 451-1 to 455-10 3-4 1/2

WX-215 17000 Export Coach

T-51 16500 to 19000 511-1 to 517-13 4-5 1/2

T-55 16500 to 19000 551-1 to 557-13 4-5 1/2

